



WEST LOS ANGELES AREA PLANNING COMMISSION

200 N. Spring Street, Room 272, Los Angeles, California, 90012-4801, (213) 978-1300
www.lacity.org/PLN/index.htm

CORRECTED DETERMINATION MAILING DATE: DEC 18 2014

CORRECTION: APPEAL LANGUAGE

CASE: APCW-2014-364-SPE-SPP-CDP

CEQA: ENV-2014-0365-MND

Location: 21 Voyage Street

Council District: 11

Plan Area: Venice-Marina Peninsula sub area

Zone: R3-1

APPLICANT: Jay Ramras
Representative: Henry Ramirez

At its meeting on **December 3, 2014**, the following action was taken by the West Los Angeles Area Planning Commission:

1. **Disapproved** Mitigated Negative Declaration ENV-2014-0365-MND.
2. **Disapproved** a **Specific Plan Exception** to allow three dwelling units in lieu of the permitted two dwelling units.
3. **Disapproved** a **Specific Plan Exception** to permit six onsite vehicle parking spaces in lieu of the required six residential parking spaces and one guest parking space.
4. **Disapproved** a **Project Permit Compliance** determination with the Venice Coastal Zone Specific Plan.
5. **Disapproved** a **Coastal Development Permit** for the proposed project.
6. **Adopted** the Findings.

Fiscal Impact Statement: There is no General Fund impact as administrative costs are recovered through fees.

This action was taken by the following vote:

Moved: Commissioner Halper
Seconded: Commissioner Waltz Morocco
Ayes: Commissioners Halper, Waltz Morocco, Margulies, Merritt, and Donovan

Vote: 5 – 0



Rhonda Ketay, Commission Executive Assistant
West Los Angeles Area Planning Commission

Effective Date / Appeals: The Commission's determination will be final 15 days from the mailing date of this determination unless an appeal is filed to the City Council within that time. All appeals shall be filed on forms provided at the Planning Department's Public Counters at 201 N. Figueroa Street, Fourth Floor, Los Angeles, or at 6262 Van Nuys Boulevard, Suite 251, Van Nuys.

JAN 02 2015

LAST DAY TO APPEAL _____

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.

Attachments: Findings

cc: Notification List
Kevin Jones

FINDINGS

GENERAL PLAN FINDINGS.

1. **General Plan Land Use Designation.** The subject property is located within the Venice Community Plan, adopted by the City Council on April 28, 1980 (Case No. CPC 14311). A Community Plan Update was adopted by the City Council September 29, 2000 (Case No. CPC 97-0047 CPU). The Plan Map designates the subject property for Medium Residential land use. The subject site is zoned R3-1 and therefore is consistent with the Medium Residential land use designation.
2. **General Plan Text.** The Venice Community Plan text includes the following relevant land use objectives, policies, and programs:

Residential Land Use

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

Policy 1-1.1: Designate specific lands to provide for adequate multi-family residential development.

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

- b. *Objective 1-3: To preserve and enhance the varied and distinct residential character and integrity of existing residential neighborhoods.*

Policy 1-3: Seek a higher degree of architectural compatibility and landscaping for new infill development to protect the character and scale of existing neighborhoods.

Policy 1-3.2: Proposals to alter planned residential density should consider factors of neighborhood character and identity, compatibility of land uses, impact on livability, adequacy of public services and facilities, and impact on traffic levels.

3. **Venice Coastal Zone Specific Plan.** The Specific Plan (Ordinance No. 175,693) was adopted by the City Council on December 2, 2003, effective January 19, 2004.

The Venice Coastal Zone Specific Plan regulates all development, including use, height, density, setbacks, buffer zones, and other factors in order that development be compatible and in character with the existing community, provide for the consideration of aesthetics and scenic preservation and enhancement, and to protect environmentally sensitive areas. The applicant has requested two Specific Plan Exceptions to allow increased density and reduced parking.

The project site is located in the Marina Peninsula Subarea of the Venice Coastal Zone Specific Plan and the Local Coastal Program - Land Use Plan (LUP). The Specific Plan limits density on R3-zoned lots to a maximum of two dwelling units, with a minimum lot area of 1,200 square feet per dwelling unit. In addition, multiple dwelling and duplex structures on a lot 35 feet or greater (if adjacent to an alley) are required to provide two vehicle parking

spaces for each dwelling unit and a minimum of one guest parking space for each four or fewer units (a rate of 0.25 guest parking spaces per dwelling unit). The proposed project is required to provide a total of seven vehicle parking spaces.

4. Venice Coastal Zone Specific Plan Text. The Venice Coastal Zone Specific Plan includes the following relevant land use policies applicable to projects within the Marina Peninsula Subarea:

- a. *Density (Section 10.D.1.b.): On R3 zoned lots, a maximum of two dwelling units per lot shall be permitted, and the lot area per dwelling unit shall not be less than 1,200 square feet.*

The subject site maintains a three-story duplex that provides four parking spaces within an attached garage. The property has a lot area of 3,150 square feet, however, for the purposes of calculating density, one-half the width of the adjacent 15-foot-wide alley is assumed to be a portion of the lot, resulting in a lot area of approximately 3,412 square feet. The applicant's request to allow a third dwelling unit within the existing duplex is inconsistent with the maximum density allowed on the site. The current lot area per dwelling unit is approximately 1,706, the addition of a third unit would result in a lot area per dwelling unit of 1,137 which does not meet the minimum 1,200 square feet requirement. The applicant is seeking a Specific Plan Exception to allow for this density.

- b. *Parking (Section 13.D): Multiple dwelling and duplex uses on a lot of 40 feet or more in width, or 35 feet or more in width (if adjacent to an alley) shall provide two spaces for each dwelling unit; plus a minimum of one guest parking space for each four or fewer units. (e.g. 0.25 guest parking spaces per unit, any fraction shall be rounded up to require one additional guest parking space.)*

The existing building currently maintains two dwelling units and provides a total of six parking spaces within an attached garage. A Certificate of Occupancy for the property, dated November 23, 1987, only documents four parking spaces, however, at some unspecified point in time, two additional spaces were added within an attached garage. The addition of a third dwelling unit would require two additional residential unit parking spaces and one guest parking space; a total of seven parking spaces onsite. However, the applicant is seeking a Specific Plan Exception to allow for a total of six parking spaces onsite, provided within the attached garaged, in lieu of the required seven spaces.

- c. *Beach Impact Zone Parking Requirements: All Venice Coastal Development Projects located within the Beach Impact Zone shall provide parking spaces in accordance with this subsection: One parking space for each 1,000 square feet of the floor area of the Ground Floor for multiple dwelling Venice Coastal development Projects of three (3) units or more.*

The proposed project is located within the Marina Peninsula, a Beach Impact Zone, and has approximately 830 square feet of floor area on the Ground Floor. The project is not required to provide any Beach Impact Zone Parking.

5. Venice Local Coastal Program (LCP)– Land Use Plan (LUP). A Local Coastal Program (LCP) consists of a local government's Land Use Plan (LUP) and a Local Implementation Program (LIP). The LIP has not been certified by the State of California Coastal Commission, therefore a certified Local Coastal Program is not in place for the community of Venice. The Los Angeles City Council adopted the Venice Local Coastal Program - LUP on March 28, 2001. The Plan was subsequently certified by the State of California Coastal

Commission on June 14, 2001. The project site is designated as Low Medium II Residential in the LUP.

The portion on Coastal Act Policies, Coastal Act Section 30250 contained in the LUP Chapter II Land Use Policies, Policy Group I, states that new residential development shall be located within, contiguous with, or in close proximity to, existing developed areas able to accommodate it or, in other areas with adequate public services and where it will not have significant adverse effects, either individually or cumulatively on coastal resources. Coastal Act Section 30252 states that the location of new development should maintain and enhance public access to the coast.

The project site is located in the Marina Peninsula Subarea of the Venice Coastal Zone Specific Plan and the Local Coastal Program – LUP. The project is subject to development standards and regulations established by the Specific Plan. The Specific Plan was adopted in conjunction with the City's implementation of the Coastal Act Requirements and to ensure that new development is compatible in scale and character with the existing neighborhood. The Venice Coastal Zone Specific Plan regulates the density, height, access, and parking requirements of projects within the Marina Peninsula; where the Specific Plan is silent, all other relevant provisions of the Los Angeles Municipal Code (LAMC) apply.

The Venice Land Use Plan covers the Venice Coastal Zone which is the area generally bounded by Marine Street and the City-County boundary on the north, Washington Boulevard and Via Marina on the south, Lincoln Boulevard and Via Dolce on the east, and the Pacific Ocean on the west. The subject property is located within the Marina Peninsula subarea. The LUP states a policy of accommodation of the development of multiple-family dwelling units in the areas designated as "Multiple Family Residential" and "Medium Density Residential" on the Venice LCP Land Use Plan. The Plan also states development shall comply with the density and development standards set forth in this LUP. The requested exceptions, to permit one unit for each 1,137 sq. ft. of lot area and two parking spaces in lieu of 2.25 parking spaces for each of the three units, would be inconsistent with and contrary to the LUP.

6. **Coastal Transportation Corridor Specific Plan.** The Coastal Transportation Corridor Specific Plan became effective September 22, 1993 (Ordinance No. 168,999). The Specific Plan has established a mechanism and fee structure for new construction to fund the necessary transportation improvements in the area.
7. **The Transportation Element** of the General Plan will not be affected by the recommended action herein.
8. **The Sewerage Facilities Element** of the General Plan will not be affected by the recommended action.
9. **Environmental Findings (CEQA).** An environmental review of the project has been conducted, in full compliance with the California Environmental Quality Act. Accordingly, a mitigated negative declaration has been prepared for the project, incorporating those mitigation measures which are required in order to reduce any potentially significant environmental effects to a level less than significant. The project will comply with all such mitigation measures. For the reasons set forth in Proposed Mitigated Negative Declaration No. ENV 2014-0365-MND, the project will not have a significant effect on the environment.

VENICE COASTAL ZONE SPECIFIC PLAN EXCEPTION FINDINGS. Pursuant to LAMC Section 11.5.7 F.

- 10. *The strict application of the regulations of the specific plan to the subject property would NOT result in practical difficulties or unnecessary hardships inconsistent with the general purpose and intent of the specific plan.***

The subject exception is being requested to permit an increase in density for a 3,150-square-foot residential lot in the Marina Peninsula. Section 10.D of the Specific Plan restricts R3-zoned lots within the Subarea to no more than two dwelling units per lot and requires a minimum lot area of 1,200 square feet per dwelling unit. The proposed project includes an exception to allow a third dwelling unit within an existing three-story duplex, and to allow an average lot area of 1,137 square feet per dwelling unit. In addition, the project includes an exception to Section 13.D of the Specific Plan, which requires two vehicle parking spaces per dwelling unit and one guest parking space for each four or fewer units; the proposed project would provide a total of six vehicle parking spaces onsite in lieu of the required seven spaces.

The application of the density limitation on R3-zoned lots in the Marina Peninsula Subarea would not result in practical difficulties or unnecessary hardships inconsistent with the general purpose and intent of the Specific Plan. The subject lot currently maintains a three-story duplex with six parking spaces, providing excess parking for the two dwelling units onsite as well as the required one guest parking space. Although the Specific Plan allows for an increase in density to allow Replacement Affordable Units, the proposed project would result in three market rate units. Furthermore, the Marina Peninsula Subarea does not include a provision that allows for Replacement Affordable Units to exceed the maximum density.

- 11. *There are NO exceptional circumstances or conditions that are applicable to the subject property or to the intended use or development of the subject property that do not generally apply to other properties within the specific plan area.***

There are no special circumstances or conditions that are unique to the subject property, such as the shape, topography, or development restrictions that would warrant a Specific Plan Exception. The subject lot has a 35-foot frontage on Voyage Street, with a depth of 90 feet. The total lot area is approximately 3,150 square feet, however, for the purposes of calculating density, one-half the width of the adjacent 15-foot-wide alley is assumed to be a portion of the lot, resulting in a lot area of approximately 3,412 square feet. The subject lot is similar in size and shape to the lots on Voyage Street. Those lots that are similar in size currently maintain two- and three-story duplexes. The subject lot fronts Voyage Street, a Walk Street, and abuts Gage Court, a 15-foot wide alley that provides the only vehicle access to the property.

- 12. *The requested exception is NOT necessary for the preservation and enjoyment of a substantial property right or use generally possessed by other property within the geographically specific plan in the same zone and vicinity but which, because of such special circumstances and practical difficulties or unnecessary hardships is denied to the property in question.***

The subject lot currently maintains a three-story duplex with four parking spaces within a garage; the residential structure was constructed in 1987. The subject site is surrounded by similar-sized lots (approximately 35 feet by 90 feet) that maintain two dwelling units onsite.

- 15 Voyage Street – is a three-story, duplex with six parking spaces onsite (Certificate of Occupancy dated January 13, 1986); this structure is on a lot that is approximately 35 feet by 90 feet, total lot area of 3,150 square feet and lot area per dwelling unit of 1,575 square feet, not including the adjacent alley.
- 17 Voyage Street – is a two-story, duplex with four parking spaces onsite (Certificate of Occupancy dated November 13, 1987); this structure is on a lot that is approximately 35 feet by 90 feet, total lot area of 3,150 square feet and lot area per dwelling unit of 1,575 square feet, not including the adjacent alley.
- 24 Voyage Street – is a three-story, two-unit condominium with four parking spaces provided onsite (Certificate of Occupancy dated September 2, 2004); this structure is on a lot that is approximately 35 feet by 87 feet, total lot area of 3,063 square feet and lot area per dwelling unit of 1,532 square feet, not including the adjacent alley.

Many of the existing structures were constructed prior to the adoption of the Specific Plan (effective 2004) and include residential buildings that do not comply with the density limits of the specific plan:

- 18 East Union Jack Street – is a three-story apartment with six dwelling units and 15 parking spaces onsite (Certificate of Occupancy dated December 30, 1975); this structure is on a lot that is approximately 60 feet by 87 feet, a total lot area of 6,075 square feet and lot area per dwelling unit of 1,012 square feet, not including the adjacent alley.
- 16-20 Voyage Street – is a three-story, three-unit condominium that maintains seven parking spaces onsite (Certificate of Occupancy dated December 7, 1990); this structure is on a lot that is approximately 70 feet by 87 feet, a total lot area of 6,127 square feet and lot area per dwelling unit of 2,042 square feet, not including the adjacent alley.

However, these multi-family structures are on lots that are significantly larger than the subject site and maintain residential and guest parking spaces to comply with the parking requirements of the Specific Plan. The existing duplex is consistent with the surrounding structures and densities and aligns with the general goals and intent of the Specific Plan, to permit higher densities in areas with larger lots and less impacted circulation systems. The addition of a third dwelling unit would result in a hardship that is self-imposed and less onsite parking in an area adjacent to Venice Beach with limited street parking.

13. The granting of the exception WILL BE detrimental to the public welfare or injurious to property or improvements adjacent to or in the vicinity of the subject property.

The applicant has not indicated that the proposed dwelling unit will be a Replacement Affordable Unit, therefore, the project would result in a market rate unit without sufficient parking. Although the proposed groundfloor unit would not change the overall appearance of the existing duplex, the additional dwelling unit would result in a density that is not permitted. The Marina Peninsula is within the Beach Impact Zone, which requires additional guest parking spaces to offset the limited street parking and high demand for parking in the area. The requested exception to provide a total of six onsite parking spaces in lieu of the required seven parking spaces would result in a loss of parking for the area and may contribute to the overall lack of parking in the neighborhood.

14. The granting of the exception is NOT consistent with the principles, intent and goals of the Specific Plan and any applicable element of the General Plan.

Granting the requested exception will result in an additional dwelling unit to an area that was not designated for higher residential densities by the Specific Plan. The Venice Coastal Zone Specific Plan and Venice Community Plan identify areas that have the infrastructure to accommodate multi-family residential development. Residential development within the Marina Peninsula Subarea is limited to that of the R3 zone and is further restricted to no more than two dwelling units per lot with a minimum lot area per dwelling unit of 1,200 square feet. Approval of this exception would result in a density that is inconsistent with the intent of the Specific Plan and General Plan, and would further undermine the general purpose of the parking provisions outlined for multi-family residential projects within the Beach Impact Zone.

COASTAL DEVELOPMENT PERMIT FINDINGS. Pursuant to LAMC Section 12.20.2.1 F.4.

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

The project is subject to numerous regulations established by the Venice Local Coastal Program - Land Use Plan. This Plan has been adopted in conjunction with the City's implementation of the Coastal Act requirements and to insure that new development is compatible in scale and character with the existing neighborhood. The LUP regulates heights, landscaping, setbacks, facade treatments, parking and similar elements of new construction, in addition to those requirements set forth in the Municipal Code.

According to a Certificate of Occupancy dated November 23, 1987, the site maintains a two-story duplex with four parking spaces within an attached garage, however, the subject property currently maintains a three-story duplex with six vehicle parking spaces within an attached garage. The proposed project consists of the conversion of an existing groundfloor recreation room into a third dwelling unit. The subject property is located in a highly developed neighborhood of the Marina Peninsula Subarea, approximately 200 feet east of Venice Beach and with limited views of the ocean.

Scenic/Visual Considerations. Section 30251 of the Coastal Act provides that scenic and visual qualities of the coastal areas shall be considered and protected as resources of public importance. Any permitted development is to be visually compatible with the character of the surrounding area. The proposed project would not result in any changes to the exterior of the structure; all construction activities are limited to the interior of an existing three-story structure. Therefore, the proposed project would not alter any existing views or change the visual character of the surrounding area.

Shoreline Access. Section 30252 of the Coastal Act requires new development to maintain and enhance public access to the Coast. The subject site fronts Voyage Street, a Walk Street that provides direct access to Venice Beach (200 linear feet, west of the site). However, the proposed project would not result in any changes to the exterior of the existing three-story duplex that would interfere with or impede public access to the Coast.

Minimization of Adverse Impacts. Section 30253 of the Coastal Act requires new development to minimize risk to life and property in areas of high geologic, flood, and fire hazard, assure stability and structure integrity and neither create nor contribute significantly to erosion, geologic instability or destruction of the site or surrounding areas. New development is also required to be consistent with air quality requirements, minimize energy consumption and vehicle miles travelled, and protect special communities. As analyzed in the Proposed Mitigated Negative Declaration ENV-2014-0365-MND, the proposed conversion of a recreation room into a dwelling unit, within an existing three-story duplex, is expected to result in less than significant impacts and is required to comply with the environmental conditions (mitigation measures) in this document.

The subject site is not identified as an environmentally sensitive habitat area, does not maintain an industrial development, and is not expected to have any identifiable impact on water and marine resources. Therefore, the proposed project is consistent with the provisions of the Coastal Act.

16. The development will not prejudice the ability of the City of Los Angeles to prepare a Local Coastal Program (LCP) that is in conformance with Chapter 3 of the California Coastal Act. That the proposed Coastal Development is in conformity with the certified Local Coastal Program.

The Land Use Plan portion of the Venice Local Coastal Program (LCP) was certified by the California Coastal Commission on June 14, 2001, pursuant to the California Coastal Act of 1976. In the interim, the Land Use Plan and the Venice Coastal Zone Specific Plan (not certified by the Coastal Commission) serve as the Local Coastal Program.

Per the Land Use Plan, the subject property is designated as Low Medium II Residential. However, the subject site has a General Plan Land Use designation of Medium Residential and is zoned R3-1, consistent with the land use designation. The surrounding neighborhood consists of single- and multi-family residential uses. Although the existing duplex is compatible with the overall residential density in the area, the proposed project is not consistent with the development standards of the Venice Coastal Zone Specific Plan, specifically in regards to density and parking. The subject property does not include site constraints or exceptional circumstances that prevent compliance with the Specific Plan. The request for an Exception to provide three dwelling units in lieu of the allowed two dwelling units and to allow a total of six parking spaces in lieu of the required seven spaces results in a self-imposed hardship. The applicant has not provided sufficient justification to support findings for granting the requested Exceptions.

17. The Interpretative Guidelines for Coastal Planning and Permits as established by the California Coastal Commission and any subsequent amendments thereto have been reviewed, analyzed and considered in making this determination.

The Los Angeles County Interpretative Guidelines were adopted by the California Coastal Commission 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. It should be noted that the guidelines have not been updated in the last 25 years and do not adequately assist in applying various Coastal Act provisions; they in no case supersede the provisions of the Coastal Act nor enlarge or diminish the powers or authority of the Commissions or other public agencies. Standard practice by the Coastal Commission and the City of Los Angeles regarding the Guidelines is that they have been superseded by the use of the LUP that has been certified more recently.

The Venice Local Coastal Program – Land Use Plan (LUP) was certified on June 14, 2001. The Venice Community Plan designates the property as Medium Residential with a corresponding zone of R3. The property is zoned R3-1 and is consistent with the land use designation. The property is located approximately 200 feet inland from Venice Beach and does not provide access to or from the beach. The lot is privately owned and there is no evidence of previous public ownership of the land. The lots in the immediate vicinity classified in the same zone are developed or undergoing development. The proposed project, consisting of the conversion of an existing recreation room into a third dwelling unit,

is inconsistent with the regulations of the Specific Plan, implementation strategies of the LUP.

18. The decision herein has been guided by applicable decisions of the California Coastal Commission pursuant to Section 30625(c) of the California Public Resources Code.

The proposed project requests an Exception to the Venice Coastal Zone Specific Plan to allow three dwelling units on a lot in lieu of the maximum two dwelling units. The applicant has not indicated that the proposed dwelling unit would be a Replacement Affordable Unit, therefore it is assumed that three market rate units would be maintained on the lot. Although the Specific Plan allows for additional dwelling units (with the condition that they be Replacement Affordable Units), the Marina Peninsula Subarea does not include such provisions. Therefore, the proposed conversion of a recreation room into a market rate dwelling unit would conflict with previous decisions of the Coastal Commission regarding the number of dwelling units allowed (in excess of the density identified in the Specific Plan) in the Marina Peninsula Subarea.

19. 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.

The subject property is located approximately 200 feet east of Venice Beach; the site faces Voyage Street, a Walk Street. The proposed project is not located between Ocean Front Walk, the nearest public road, and the sea or shoreline. The site is not adjacent to the Venice Canals, Ballona Lagoon, or any inland body of water. There is no adjoining public recreational facility. The property does not provide access to or from the beach; the proposed project will not interfere with public access to the shoreline.

VENICE COASTAL ZONE SPECIFIC PLAN PROJECT PERMIT FINDINGS. Pursuant to LAMC Section 11.5.7 C.

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

The proposed project consists of the conversion of an existing groundfloor recreation room, within a three-story duplex, into a dwelling unit. No changes are proposed to the exterior of the structure. The project is requesting an exception to the maximum density, to permit three dwelling units in lieu of the allowed two dwelling units, and required parking, to permit a total of six parking spaces in lieu of the required seven parking spaces (one required guest parking space). The existing duplex complies with height and setback requirements of the R3-1 zone and Marina Peninsula Subarea; the proposed project would result in a residential structure that is unchanged and compatible in character with the existing neighborhood. However, the proposed project would result in a density that is inconsistent with that of similar-sized lots in the neighborhood.

21. The Venice Coastal Development Project is NOT in conformity with the Venice Local Coastal Program.

The proposed project is not consistent with the intent and purpose of the Land Use Plan and Specific Plan, which are parts of the Venice Local Coastal Program. The existing three-story duplex was constructed in 1987, which predates the adoption of the Venice Coastal Zone Specific Plan. However, the proposed project is subject to the applicable standards of General Land Use and Development Regulations in Section 9.B, the Land Use and Development Regulations for the Marina Peninsula Subarea in Section 10.D, the Walk

Street Residential Development Standards in Section 12, and the Parking Requirements Table in Section 13.D.

- a. Height. Building height, measured from the centerline of the Walk Street adjacent to the front lot line to the top edge of the parapet, is limited to a maximum of 28 feet. Although the existing three-story duplex is approximately 35 feet tall, the structure was constructed prior to the adoption of the Specific Plan and is not proposing exterior changes. Therefore, the project is not subject to the height regulations of the Specific Plan.
- b. Density. Residential density in the R3-zoned areas of the Marina Peninsula are limited to a maximum of two dwelling units per lot and a lot area per dwelling unit of no less than 1,200 square feet. The project proposes the conversion of an existing recreation room into a third dwelling unit. The property has a total lot area of approximately 3,412 (including one-half the alley), 1,706 square feet of lot area per dwelling unit. However, the addition of a third dwelling unit would result in a lot area of 1,137 square feet, which does not comply with the minimum density requirements of the Marina Peninsula Subarea. The applicant is seeking an Exception from the Density requirements of the Specific Plan.
- c. Access. Properties fronting Walk Streets are required to provide vehicle access from streets or alleys other than Walk Streets. The subject site fronts Voyage Street, a Walk Street, and will continue to maintain vehicle access from Gage Court, the rear alley. Therefore, the proposed project complies with the vehicle access regulations of the Specific Plan.
- d. Walk Street. The subject property faces Voyage Street, a Walk Street. However, the project does not propose any exterior changes to the existing structure or the encroachment areas of the public right-of-way. Therefore, the proposed project is not subject to the Walk Street standards of the Specific Plan.
- e. Parking. Multiple dwelling structures on a lot with a width of 35 feet or more (if adjacent to an alley) are required to provide two vehicle parking spaces per unit and 0.25 guest parking spaces per unit. Venice Coastal Development Projects that provide all required residential parking spaces within fully enclosed areas can pay a fee (the rate defined for Beach Impact Zone parking under Section 13.E(2)) in lieu of providing the required guest parking spaces. The project site currently provides six parking spaces within an attached garage for the existing two dwelling units. The proposed project would result in a total of three dwelling units and would require seven parking spaces onsite: six residential parking spaces and one guest parking space. The applicant is seeking an Exception from the Specific Plan to allow a total of six vehicle parking spaces in lieu of the required seven spaces.

22. The Applicant has guaranteed to keep the rent levels of any Replacement Affordable Unit at an affordable level for the life of the proposed project and to register the Replacement Affordable Units with the Los Angeles Housing and Community Investment Department (LAHCID).

The proposed project does not involve the conversion or demolition of affordable housing. Therefore, the project is exempt from the Mello Act requirements.

23. 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 proposed project is located in the Coastal Zone, as defined in California Public Resources Code, Division 20 (commencing with Section 30000), as depicted on the City of Los Angeles Coastal Maps. The project is consistent with the special requirements for low and moderate income housing units in the Coastal Zone as mandated through the California Government Code Section 65590 (Mello Act), as implemented through the Interim Administrative Procedures for Complying with Mello Act in the Coastal Zone Portions of the City of Los Angeles, ("Interim Administrative Procedures") per the terms of the Settlement Agreement between the City of Los Angeles and the Venice Town Council, Inc., the Barton Hill Neighborhood Organization, and Carol Berman, effective January 2001.

The subject project does not include the demolition or conversion of an existing affordable unit, nor does it involve the construction of 10 or more units, thus the proposed project is not required to provide affordable housing, and does comply with the guidelines set by California Government Code Section 65590 (Mello Act).

Determination Letter
APCW-2014-364-SPE-SPP-CDP
Mailing Date: 12/12/14

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