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CITY PLANNING

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DIRECTOR'S DETERMINATION

December 8, 2025

Owner/Applicant
Wilshire View, LLC.
Attn: Joubin Sedgh
1645 Vine Street
Los Angeles, CA 90028

Representative
Robert Thibodeau
DU Architects
812 Lincoln Blvd
Venice, CA 90291

Case No.	DIR-2024-249-CDP-HCA
CEQA Number:	ENV-2024-250-CE
Related Cases:	AA-2019-6453-PMLA-SL DIR-2019-6455-CDP-MEL ADM-2024-251-VSO ADM-2025-6541-VSO
Location:	709 East Brooks Avenue
Council District:	11 – Park
Neighborhood Council:	Venice
Community Plan Area:	Venice
Specific Plan:	Venice Coastal Zone – Oakwood Subarea
Land Use Designation:	Low Medium II Residential
Zone:	RD1.5-1
Legal Description:	Lot 3, Tract TR 8415
Last Day to File an Appeal:	December 23, 2025

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 15332 (Class 32), 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) Chapter 1A Section 13B.9.1, I have reviewed the proposed project and as the designee of the Director of Planning, I hereby:

> **Approve** a Coastal Development Permit authorizing the demolition of two existing detached single-family dwellings, the construction of a new two-story, 2,054 square foot single-family dwelling with a roof deck on Parcel A, and the construction of a new three-story, 2,848 square foot single-family dwelling with two attached two-car garages and a roof deck on Parcel B, in conjunction with Parcel Map no. AA-2019-6453-PMLA-SL, providing five parking spaces on-site, located within the Single Permit Jurisdiction of the California 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. **Single Permit Jurisdiction Area.** The project is located within the Single Permit Jurisdiction area of the California Coastal Zone. Pursuant to LAMC Section 13B.9.1.D.4, the decision of the permit granting authority, or any appeal body to approve issuance of a permit shall not be deemed to be final and no Coastal Development Permit may be issued until 20 working days have expired from the date said notice of permit issuance is deemed received by said Executive Director and without an appeal having been taken to the Coastal Commission. Prior to the issuance of any permits, the applicant shall provide a copy of the Coastal Commission's Notification that the City's coastal development permit is effective.

4. **Density.** The project shall provide one new single-family dwelling on each newly subdivided lot pursuant to AA-2019-6453-PMLA-SL.

5. **Height.** The development shall be limited to a maximum height of 25 feet for flat portions of the roof or 30 feet for Varied Rooflines (slope greater than 2:12) measured from the centerline of Brooks Avenue. Any portion of the roof that exceeds 25 feet shall be set back from the required front yard at least one foot in depth for every foot in height above 25 feet. As shown in Exhibit A, the single-family dwelling on Parcel A provides a flat roof with a height of 22 feet 8 inches, and the single-family dwelling on Parcel B provides a varied roofline with a height of 30 feet.

6. **Parking and Access.** As shown in Exhibit A, and as approved by the Department of Building and Safety, the project shall provide five (5) parking spaces on-site. Vehicle access shall be provided from the rear alley.

7. **Parking Per Assembly Bill (AB) 2097.** The proposed project shall be permitted to provide a minimum of zero (0) automobile parking spaces pursuant to AB 2097. The project provides five (5) non-required parking spaces.

8. **Roof Structures.** Chimneys, exhaust ducts, ventilation shafts, and other similar devices essential for building function may exceed the height limit by a maximum of five feet.

9. **Roof Deck.** Railings used on the proposed rooftop decks, exceeding the maximum building height, 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.

10. No deviations from the Venice Coastal Specific Plan have been requested or approved herein. All applicable provisions of the Specific Plan shall be complied with, as further noted in ADM-2024-251-VSO and ADM-2025-6541-VSO or any subsequent Venice Sign Off (VSO).

11. Outdoor lighting shall be designed and installed with shielding so that light does not overflow into adjacent residential properties.

12. All graffiti on the site shall be removed or painted over to match the color of the surface to which it is applied within 24 hours of its occurrence.

13. A copy of the first page of this grant and all Conditions and/or any subsequent appeal of this grant and its resultant Conditions and/or letters of clarification shall be printed on the building plans submitted to the Development Services Center and the Department of Building and Safety for purposes of having a building permit issued.

14. Prior to the 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 comprised of a relatively flat and rectangular lot with a width of 40 feet and a depth of 130.61 feet for a total lot area of approximately 5,224 square feet. The subject site is zoned RD1.5-1 with a Land Use Designation of Low Medium II Residential. The site is currently developed with a one-story, 660 square foot single-family dwelling built in 1924, and a one-story, 320 square foot single-family dwelling built in 1943. The subject site is located within the Oakwood Subarea of the Venice Coastal Zone Specific Plan, the Los Angeles Coastal Transportation Corridor Specific Plan, and the Single Permit Jurisdiction of the California Coastal Zone. Additionally, the subject site is located in a Liquefaction area and approximately 4.37 kilometers from the Santa Monica Fault.

The subject site is located towards the end of the block on Brooks Avenue between 7th Avenue and an unnamed alley. Excluding the subject site, the block contains 55 additional lots similarly zoned RD1.5-1 with a Land Use Designation of Low Medium II Residential. These lots are developed with 38 one-story buildings, 13 two-story buildings, and four (4) three-story buildings. The abutting lot to the west of the subject site is developed with a detached single-family dwelling and a detached duplex built in 1927 and 1988, respectively, and the abutting lot to the east of the subject site is developed with a one-story, 1,630 square foot duplex built in 1952. The adjacent lot directly across Brooks Avenue is developed with a one-story, 1,366 square foot single-family dwelling built in 1926, and the adjacent lot across the rear alley is developed with one-story, 950 square foot single-family dwelling built in 1920. The neighborhood first developed in the early 1900s, redeveloped from 1940 to 1959, and is currently redeveloping again with the most recent construction built in 2023.

The applicant requests a Coastal Development Permit for the demolition of two existing detached single-family dwellings, the construction of a new two-story, 2,054 square foot single-family dwelling with a roof deck on Parcel A, and the construction of a new three-story, 2,848 square foot single-family dwelling with two attached two-car garages and a roof deck on Parcel B, in conjunction with Parcel Map no. AA-2019-6453-PMLA-SL, providing five parking spaces on-site.

Streets:

Brooks Avenue is a Collector with a designated right-of-way width of 66 feet and a roadway width of 40 feet. The actual right-of-way width is 50 feet with an approximate roadway width of 33 feet. The street is improved with an asphalt roadway, gutter, curb, and sidewalk.

Unnamed alley at the rear has right-of-way width of 16 feet and is improved with an asphalt roadway.

Previous zoning related actions onsite include:

DIR-2019-6455-CDP-MEL – On March 2, 2022, the Director of Planning approved a Coastal Development Permit authorizing the demolition of a duplex and accessory structures, the subdivision of a 4,826 square-foot lot into two (2) new small lots, and the construction of two (2) three-story single-family dwellings with roof decks, providing five parking spaces on-site. On July 6, 2022, the West Los Angeles Area Planning Commission, on appeal, granted the appeal in part and denied the appeal in part, denying the Coastal Development Permit, and approved a Mello Act Compliance Review.

AA-2019-6453-PMLA-SL – On March 2, 2022, the Advisory Agency approved the Parcel Map for a maximum two (2) small lots for a maximum of two (2) new small-lot homes. On July 6, 2022, the West Los Angeles Area Planning Commission, on appeal, denied the appeal and sustained the Advisory Agency's determination.

Previous zoning related actions in the area include:

DIR-2024-973-CDP-HCA-MEL – On March 6, 2025, the Director of Planning approved a Coastal Development Permit authorizing the conversion of an 852 square foot garage to an attached, 768 square foot Accessory Dwelling Unit (ADU) and an 84 square foot laundry room within an existing duplex, resulting in a lot developed with a one-story single family dwelling and a three-story duplex with an ADU, providing five (5) parking spaces on-site, within the Single Permit Jurisdiction of the Coastal Zone, located at 705 East Brooks Avenue.

DIR-2021-9970-CDP-MEL – On November 28, 2022, the Director of Planning approved a Coastal Development Permit authorizing the conversion of a portion of a three-story single-family dwelling to a 690 square-foot attached ADU, maintaining five parking spaces on-site, within the Single Permit Jurisdiction of the Coastal Zone, located at 706 and 708 East Indiana Avenue.

DIR-2020-4780-CDP-MEL – On January 22, 2021, the Director of Planning approved a Coastal Development Permit authorizing the construction of a 567 square-foot Accessory Dwelling Unit (ADU), a 97 square-foot storage area and a 139 square-foot office above an existing detached garage; three (3) parking spaces will be maintained for the existing single-family dwelling and one (1) new parking space will be provided for the new ADU, within the Single Permit Jurisdiction of the Coastal Zone, located at 721 Brooks Avenue.

DIR-2019-3180-CDP-MEL – On December 3, 2019, the Director of Planning approved a Coastal Development Permit authorizing the after-the-fact approval of one unpermitted dwelling unit in an existing two-story duplex with a guest room, resulting in triplex, maintaining three parking spaces on-site, within the Single Permit Jurisdiction of the Coastal Zone, located at 714 – 716 Indiana Avenue.

DIR-2018-4438-CDP – On August 30, 2019, the Director of Planning approved a Coastal Development Permit authorizing a remodel and addition to an existing one-story, 832 square-foot single-family dwelling resulting in a two-story, 3,907 square foot single-family dwelling with a rooftop deck, swimming pool, providing three parking spaces on-site, within the Single Permit Jurisdiction of the Coastal Zone, located at 700 East Brooks Avenue.

DIR-2018-191-CDP-MEL – On April 17, 2019, the Director of Planning approved a Coastal Development Permit authorizing the conversion of an existing detached recreation room to a garage with a second-story accessory dwelling unit, in conjunction with an addition to an existing one-story, 1,014 square-foot single-family dwelling resulting in a two-story, 2,239 square-foot single-family dwelling with a roof deck, providing four parking spaces onsite, within the Single Permit Jurisdiction of the Coastal Zone, located at 724 East Indiana Avenue.

ZA-2014-2835-CDP – On September 17, 2015, the Zoning Administrator approved a Coastal Development Permit authorizing the conversion of a duplex into a single-family dwelling, within the Single Permit Jurisdiction of the Coastal Zone, located at 700 Indiana Avenue. On December 16, 2015, the West Los Angeles Area Planning Commission, on appeal, granted the appeal and overturned the Zoning Administrator's decision.

ZA-2007-5292-CDP-SPP-ZAA-MEL – On May 28, 2010, the Zoning Administrator approved Coastal Development Permit authorizing a two lot Small Lot Subdivision pursuant to Ordinance No. 176,354 with six parking spaces in conjunction with Parcel Map No. AA-2007-5253-PMLA-SL; a Project Permit Compliance Review; and a Zoning Administrator's Adjustment from Section 12.21 C.2(a) of the Los Angeles Municipal Code

to permit a reduced building separation of 0 feet in lieu of the required 10 feet between building, a Zoning Administrator's Adjustment from Section 12.21 C.12(b) of the Los Angeles Municipal Code to permit a reduced passageway of 5 feet in lieu of the required 10 feet at Dwelling Unit Entry passageways, and a Zoning Administrator's Adjustment from Section 12.09.1 B.1 of the Municipal Code to permit 5-foot reduced front and rear yard setbacks, in lieu of the required 15 feet, within the Single Permit Jurisdiction of the Coastal Zone, located at 732 East Indiana Avenue.

ZA-2007-5263-CDP-SPP-ZAA-MEL – On May 28, 2010, the Zoning Administrator approved a Coastal Development Permit authorizing a three lot, Small Lot Subdivision pursuant to Ordinance No. 176,354 with seven parking spaces in conjunction with Parcel Map LA No. AA-2007-5250-PMLA-SL, within the Single Permit Jurisdiction of the Coastal Zone, located at 728 East Indiana Avenue.

ZA-2007-4161-CDP-ZAA – On July 24, 2008, the Zoning Administrator approved a Coastal Development Permit authorizing the construction, use, and maintenance of two new single-family dwellings, on two parcels served by four parking spaces in conjunction with Parcel Map No. AA-2007-4143-PMLA-SL; a Zoning Administrator's Adjustment from Section 12.09.1 B.3 of the Los Angeles Municipal Code to permit a reduced rear yard setback of 5 feet in lieu of the required 15-foot rear yard and a Zoning Administrator's Adjustment from Section 12.21 C.2(a) of the Los Angeles Municipal Code to permit a reduced space between buildings of 2 inches in lieu of the 12 feet required, within the Single Permit Jurisdiction of the Coastal Zone, located at 720 East Brooks Avenue. On September 17, 2008, the West Los Angeles Area Planning Commission, on appeal, denied the appeal and sustained the Zoning Administrator’s action.

Public Hearing

A Coastal Development Permit public hearing was held on September 15, 2025 at 11:00 a.m. by a Hearing Officer (Luis Lopez). The hearing was held virtually and five members of the public were in attendance. The applicant’s representative (Robert Thibodeau) was in attendance and delivered a presentation where he discussed the history of the site, the existing conditions, and discussed how the project conforms to the character of the neighborhood. One member of the public spoke during the public comment period, stating the following:

- Emil Sedge – A resident at 2324 Wilson Avenue, believes the owner would be a great addition to the community, as they are socially-active.

The Hearing Officer asked the representative about changes to the rear building and if roof access structures were proposed.

The representative stated a rear balcony was added to provide additional sunlight, square footage was reduced, and more materials were added. Additionally, the representative mentioned staircases were modified in order to reduce the mass of the front building. Regarding roof access structures, the representative confirmed none are proposed.

An advisement period of one week was issued and members of the public were advised to reach out to the assigned project planner to submit additional comments or to be placed on the Interested Parties List.

Correspondence

No correspondence has been received.

FINDINGS

Coastal Development Permit
In order for a Coastal Development Permit to be granted, all of the requisite findings maintained in Section 13B.9.1 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 consists of the demolition of two existing detached single-family dwellings, the construction of a new two-story, 2,054 square foot single-family dwelling with a roof deck on Parcel A, and the construction of a new three-story, 2,848 square foot single-family dwelling with two attached two-car garages and a roof deck on Parcel B, in conjunction with Parcel Map no. AA-2019-6453-PMLA-SL, providing five parking spaces on-site. As such, minimal excavation and grading will be necessary. Additionally, the subject site is not located within an area with known Archaeological or Paleontological Resources. However, if such resources are discovered during excavation or grading activities, the project is subject to compliance with existing Federal, State, and Local regulations.

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 subject site is zoned RD1.5-1 with a Land Use Designation of Low Medium II Residential. The lots in the surrounding area are zoned similarly and are developed with one to three-story residential buildings. The proposed single-family dwellings will maintain all existing connections and access to public services such as water, sewage, waste disposal, gas, and electricity. As such, the development will be located in an existing developed area contiguous with similar residential uses. Therefore, there will be no significant adverse impacts on coastal resources.

Section 30251 Scenic and Visual Qualities.
The scenic and visual qualities of coastal areas shall be considered and protected as a resource of public importance. Permitted development shall be sited and designed to protect views to and along the ocean and scenic coastal areas, to minimize the alteration of natural land forms, to be visually compatible with the character of surrounding areas, and, where feasible, to restore and enhance visual quality in visually degraded areas. New

development in highly scenic areas such as those designated in the California Coastline Preservation and Recreation Plan prepared by the Department of Parks and Recreation and by local government shall be subordinate to the character of its setting.

The subject site and surrounding area are relatively flat with no views to and along the ocean; no natural landforms will be altered as part of the project. The subject site is located towards the end of the block on Brooks Avenue between 7th Avenue and an unnamed alley. Excluding the subject site, the block contains 55 additional lots similarly zoned RD1.5-1 with a Land Use Designation of Low Medium II Residential. These lots are developed with 38 one-story buildings, 13 two-story buildings, and four (4) three-story buildings. The abutting lot to the west of the subject site is developed with a detached single-family dwelling and a detached duplex built in 1927 and 1988, respectively, and the abutting lot to the east of the subject site is developed with a one-story, 1,630 square foot duplex built in 1952. The adjacent lot directly across Brooks Avenue is developed with a one-story, 1,366 square foot single-family dwelling built in 1926, and the adjacent lot across the rear alley is developed with one-story, 950 square foot single-family dwelling built in 1920. The neighborhood first developed in the early 1900s, redeveloped from 1940 to 1959, and is currently redeveloping again with the most recent construction built in 2023.

As discussed, the project consists of the demolition of two existing detached single-family dwellings, the construction of a new two-story, 2,054 square foot single-family dwelling with a roof deck on Parcel A, and the construction of a new three-story, 2,848 square foot single-family dwelling with two attached two-car garages and a roof deck on Parcel B, in conjunction with Parcel Map no. AA-2019-6453-PMLA-SL, providing five parking spaces on-site. The building on Parcel A provides a flat roof with a height of 22 feet 8 inches and the building on Parcel B provides a varied roofline with a height of 30 feet. Notwithstanding the increased mass and height on-site, the project conforms to the character of the neighborhood.

On June 30, 2025, the applicant's representative provided a Streetscape that provides information for all the existing development on Brooks Avenue between 7th Avenue and an unnamed alley. The data collected shows that the largest building on the block is a two-story, 5,190 square foot duplex located at 807 and 809 Brooks Avenue, and the tallest building is a three-story, approximately 32 foot tall, detached single-family dwelling located at 804 and 806 Brooks Avenue. It should be noted, however, that this building, approved under case number ZA-2008-4176-ZAA, provides a flat roof height of 25 feet and a roof access structure with a height of 8 feet 8 inches that provides an overall height of 33 feet 8 inches high, as measured from the centerline of Brooks Avenue.

In addition to neighborhood character, it should be noted the project took several steps to address the concerns outlined by the West Los Angeles Area Planning Commission (APC) in its denial of the previous Coastal Development Permit pursued on-site (case no. DIR-2019-6455-CDP-MEL). Specifically, the APC found that the previous proposed project was not visually compatible with the scale and character of the surrounding area in regards to massing and landscaping. Whereas previously, the front unit was 2,506 square feet and the rear unit was 3,063 square feet, those square footages are now 2,054 and 2,848 square feet, respectively. Additionally, the previous project proposed one roof access structure on each building whereas the current proposal does not provide any roof access structures, thereby reducing visual impact and height. Finally, whereas the previously proposed front-unit was three stories and provided a height of 30 feet, the front unit now provides only two stories with a total height of 22 feet 8 inches. Thus, the currently proposed project minimizes visual impact, height, and mass, therefore conforming to the character of the neighborhood.

In summary, the project is consistent with the character of the neighborhood as the proposed single-family dwellings are consistent with existing development in the surrounding area. As previously, mentioned, the largest building on the block is a two-story, 5,190 square foot duplex located at 807 and 809 Brooks Avenue. With respect to height, the two-story single-family dwelling on Parcel A would not be the tallest building on the block and the three-story single-family dwelling on Parcel B would be consistent with the existing three-story buildings on the block. The single-family dwelling that fronts Brooks Avenue on Parcel A minimizes visual impact and enhances the pedestrian experience by providing a front façade improved with cedar wood siding, awnings, a balcony, a front entrance, and windows.

Additionally, the project's consistency with the development standards outlined in the certified Venice Land Use Plan (LUP) is important in assessing the project's compatibility with the character of the surrounding area. The subject site has a Land Use Designation of Low Medium II Residential and is therefore subject to the development standards outlined in Policy I.A.7 of the Land Use Plan, which accommodates the development of Low Medium II Density in the Oakwood Subarea. The project is consistent with the density, yard, and height standards outlined in Policy I.A.7, further discussed in Finding No. 2. Therefore, the project is consistent with the character of the 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.

As mentioned previously, the project consists of the demolition of two existing detached single-family dwellings, the construction of a new two-story, 2,054 square foot single-family dwelling with a roof deck on Parcel A, and the construction of a new three-story, 2,848 square foot single-family dwelling with two attached two-car garages and a roof deck on Parcel B, in conjunction with Parcel Map no. AA-2019-6453-PMLA-SL, providing five parking spaces on-site. It should be noted that the project qualifies for AB 2097, where the City of Los Angeles is prohibited from mandating minimum parking requirements. The subject site is located within a half-mile radius of a Major Transit Stop located at the intersection of Rose Avenue and Lincoln Boulevard. Thus, no parking is required. Nonetheless, the project voluntarily complies with Policy II.A.3 of the LUP, providing two parking spaces for each single-family dwelling as well as one guest parking space.

The parking spaces are consistent with the location and design requirements of LAMC Section 12.21, and no permanent structures would be placed within the public right-of-way. Therefore, public access to the coast would not be impacted.

Section 30253 Minimization of Adverse Impacts.
New development shall: (1) Minimize risks to life and property in areas of high geologic, flood, and fire hazard. (2) Assure stability and structural integrity, and neither create nor contribute significantly to erosion, geologic instability, or destruction of the site or surrounding area or in any way require the construction of protective devices that would substantially alter natural landforms along bluffs and cliffs. (3) Be consistent with

requirements imposed by an air pollution control district or the State Air Resources Control Board as to each particular development. (4) Minimize energy consumption and vehicle miles traveled. (5) Where appropriate, protect special communities and neighborhoods which, because of their unique characteristics, are popular visitor destination points for recreational uses.

The subject site is located in a Liquefaction area and approximately 4.37 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 geologic hazard areas.

The certified LUP identifies Venice as a Special Community, however, 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 subject site is also located within an area that may be affected by Sea Level Rise. On August 12, 2015, the Coastal Commission adopted a Sea Level Rise Policy Guidance document, updated and adopted on November 13, 2024. 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 Our Coast, Our Future Hazard Map was utilized to analyze the project's vulnerability to flood hazards, considering a scenario of a minimum 4.9-foot sea level rise and a 100-year storm scenario. Based on this scenario, the proposed development would not 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). As such, any repair, demolition, and/or new construction as a result of any flooding would be subject to additional review. As conditioned, the proposed development is consistent with Section 30253 of the Coastal Act.

The project would not have adverse impacts on public access, recreation, public views, or the marine environment, as the subject site is located approximately 0.78 miles from the Venice Beach shoreline and 0.74 miles from the Venice Canals. 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. Additionally, there are no sensitive habitat areas, archaeological, or paleontological resources identified on the site. Furthermore, the project will not block any designated public access views. Therefore, the 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.

The project consists of the demolition of two existing detached single-family dwellings, the construction of a new two-story, 2,054 square foot single-family dwelling with a roof deck on Parcel A, and the construction of a new three-story, 2,848 square foot single-family dwelling with two attached two-car garages and a roof deck on Parcel B, in conjunction with Parcel Map no. AA-2019-6453-PMLA-SL, providing five parking spaces on-site. The subject site is zoned RD1.5-1 with a Land Use Designation of Low Medium II Residential.

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

Policy I.A.7. Multi-Family Residential – Low Medium II Density *accommodates the development of Low Medium II density within the Oakwood subarea: restricting density to one unit per 1,500 to 2,000 square feet of lot area; 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; and, height shall be limited to 25 feet for flat roofs or 30 feet for buildings with a varied or stepped back roof line.*

As discussed, the project consists of the demolition of two existing detached single-family dwellings and the construction of two new single-family dwellings on two newly-subdivided lots. Additionally, the project provides front, rear, and side-yard setbacks that are consistent with the provisions of LAMC Section 12.09.1. Further, as shown in Exhibit A, the two-story single-family dwelling on Parcel A provides a flat roof height of 22 feet 8 inches, and the three-story single-family dwelling on Parcel B provides a varied roofline with a height of 30 feet. Therefore, the project is consistent with Policy I.A.7.

Policy I.E.2. Scale. *New development within the Venice Coastal Zone shall respect the scale and character of community development. Buildings which are of a scale compatible with the community (with respect to bulk, height, buffer and setback) shall be encouraged. All new development and renovations should respect the scale, massing, and landscape of existing residential neighborhoods.*

As discussed, the project consists of the demolition of two existing detached single-family dwellings, the construction of a new two-story, 2,054 square foot single-family dwelling with a roof deck on Parcel A, and the construction of a new three-story, 2,848 square foot single-family dwelling with two attached two-car garages and a roof deck on Parcel B, in conjunction with Parcel Map no. AA-2019-6453-PMLA-SL, providing five parking spaces on-site. The building on Parcel A provides a flat roof with a height of 22 feet 8 inches and the building on Parcel B provides a varied roofline with a height of 30 feet. Notwithstanding the increased mass and height on-site, the project conforms to the character of the neighborhood.

The project is consistent with the character of the neighborhood as the proposed single-family dwellings are consistent with existing development in the surrounding area. As

previously, mentioned, the largest building on the block is a two-story, 5,190 square foot duplex located at 807 and 809 Brooks Avenue. With respect to height, the two-story single-family dwelling on Parcel A would not be the tallest building on the block and the three-story single-family dwelling on Parcel B would be consistent with the existing three-story buildings on the block. The single-family dwelling that fronts Brooks Avenue on Parcel A minimizes visual impact and enhances the pedestrian experience by providing a front façade improved with cedar wood siding, awnings, a balcony, a front entrance, and windows.

Policy II.A.3. *outlines the parking requirements for residential projects: multi-family dwellings on lots 40 feet or more in width, or 35 feet or more in width if adjacent to an alley, are required to provide two (2) parking spaces for each dwelling unit, plus a minimum of one guest parking space for each four or fewer units.*

As such, five parking spaces are required. As shown in Exhibit A, the project provides five parking spaces, where two spaces are reserved for each single-family dwelling and one guest parking space is provided. . It should be noted that the project qualifies for AB 2097, where the City of Los Angeles is prohibited from mandating minimum parking requirements. The subject site is located within a half-mile radius of a Major Transit Stop located at the intersection of Rose Avenue and Lincoln Boulevard. Thus, no parking is required. Nonetheless, the project voluntarily complies with Policy II.A.3.

As discussed, the project is consistent with the policies of the Land Use Plan as well as the standards of the Specific Plan. As such, the project will not prejudice the ability of the City to prepare a local coastal program that is in conformity with Chapter 3 of the California Coastal Act.

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 the 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 demolition of two existing detached single-family dwellings, the construction of a new two-story, 2,054 square foot single-family dwelling with a roof deck on Parcel A, and the construction of a new three-story, 2,848 square foot single-family dwelling with two attached two-car garages and a roof deck on Parcel B, in conjunction with Parcel Map no. AA-2019-6453-PMLA-SL, providing five parking spaces on-site. The Regional Interpretive Guidelines have been reviewed and it has been determined that the project is consistent with the requirements for the Oakwood Subarea. Additionally, it is determined that the project complies with the policies of the LUP and the 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 demolition of two existing single-family dwellings and the construction of two new single-family dwellings on subdivided lots. The subject site is located within the Single Permit Jurisdiction of the Coastal Zone, where the local jurisdiction (City of Los Angeles) issues Coastal Development Permits. The Coastal Commission will render decisions on appeals of the City's Coastal Development Permits or Coastal Exemptions. The Coastal Commission took action on the following residential projects in the Venice Coastal Zone:

- In April 2025, the Coastal Commission adopted a final staff report which found No Substantial Issue with a City approval of a coastal development permit authorizing the demolition of a one-story, 1,497 square-foot single-family dwelling over two lots and the construction of a 11,045 square-foot, 25-foot high, two-story four-unit apartment building across two lots with one subterranean level, four recreation rooms, four roof decks, and nine parking spaces on-site, located at 246 – 250 6th Avenue (Application No. A-5-VEN-24-0053).

- In June 2024, the Coastal Commission, on the de novo hearing, approved a Coastal Development Permit authorizing the demolition of an existing 773 square foot one-story single-family residence and the construction of a 4,274 square foot two-story, 25 foot high single-family residence including a 2,445 square foot basement, attached 326 square foot first-floor accessory dwelling unit, attached 450 square foot two-car garage, roof deck with 9 foot high, 99 square foot roof access structure, swimming pool, hardscape and landscaping, and approximately 1,600 cubic yards of grading cut on 8,207 square foot lot, located at 717 East California Avenue and 670 East Santa Clara Avenue (Application No. A-5-VEN-20-0054).

- In September 2021, the Coastal Commission adopted a final staff report which found No Substantial Issue with a City approval of a coastal development permit authorizing the demolition of a 1,380 square foot single-story single-family home with a detached garage, a subdivision into two smaller lots, and the construction of a two-story, 35 foot high single-family home with a roof deck and swimming pool on each newly subdivided lot, providing five parking spaces on-site, located at 701 and 701 ½ East Vernon Avenue (Application No. A-5-VEN-21-0051).

- In June 2019, the Coastal Commission adopted a final staff report which found No Substantial Issue with a City approval of a coastal development permit authorizing the demolition of one and two-story institutional use structures and the construction, use, and maintenance of a four-story, thirty-five (35) unit affordable supportive housing complex with approximately 1,875 square feet of administrative and program office space, solar panels, and 17 automobile and 48 bicycle parking spaces on two contiguous parcels; and the consolidation of two lots to create an approximately 14,500 square foot lot, located at 718 and 720 Rose Avenue (Application No. A-5-VEN-19-0020).

- In October 2018, the Coastal Commission adopted a final staff report which found No Substantial Issue with a City approval of a coastal development permit authorizing the demolition of a one-story, 855 square foot single-family residence, and the construction of a three-story over basement, 30 foot high, 3,753 square foot mixed-use development consisting of 759 square feet of ground floor retail use, a 2,092

square foot residential unit on the second floor, a roof deck, and an attached four-car garage, located at 706 South Hampton Drive (A-5-VEN-18-0054).

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. 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 development is not located between the nearest public road and the sea or any shoreline of any body of water, as the subject site is located approximately 0.78 miles from the Venice Beach shoreline and 0.74 miles from the Venice Canals. The project provides five parking spaces on-site and the sidewalk along Brooks Avenue will remain unaffected. As such, 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-2024-250-CE, has been prepared for the proposed project, consistent with the provisions of the California Environmental Quality Act. As discussed, the project consists of the demolition of two existing detached single-family dwellings, the construction of a new two-story, 2,054 square foot single-family dwelling with a roof deck on Parcel A, and the construction of a new three-story, 2,848 square foot single-family dwelling with two attached two-car garages and a roof deck on Parcel B, in conjunction with Parcel Map no. AA-2019-6453-PMLA-SL, providing five parking spaces on-site. The Categorical Exemption prepared for the project is appropriate pursuant to CEQA Guidelines Sections 15301 (Class 1) and 15332 (Class 32).

The Class 1 categorical exemption consists of the operation, repair, maintenance, permitting, leasing, licensing, or minor alteration of exiting public or private structures, facilities, mechanical equipment, or topographical features, involving negligible or no

expansion of use beyond that existing. As previously discussed, the project consists of the demolition of two existing single-family dwellings. Therefore, the project qualifies for this exemption.

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

<u>The project qualifies for a Class 32 Categorical Exemption as an infill project, as evidenced below:</u>

a) *The project is consistent with applicable general plan designation, applicable policies, and applicable zoning designations.*

   The subject site is comprised of a relatively flat and rectangular lot with a width of 40 feet and a depth of 130.61 feet for a total lot area of approximately 5,224 square feet. The lot is zoned RD1.5-1 with a Land Use Designation of Low Medium II Residential. As discussed, the project consists of the demolition of two existing single-family dwellings and the construction of two new single-family dwellings on newly subdivided lots. No deviations are requested from the Los Angeles Municipal Code. As such, the project is consistent with the applicable land use and zoning designation.

b) *The proposed development occurs within city limits on a project site no more than five acres substantially surrounded by urban uses.*

   The subject site is located within the City of Los Angeles and is less than five acres in size. Additionally, the subject site is located within a residential neighborhood developed with single and multi-family dwellings.

c) *The project site has no value as habitat for endangered species, rare, or threatened species.*

   The subject site is not located in a wildland area, not inhabited by endangered, rare, or threatened species, and is not located in a Significant Ecological Area. Furthermore, the immediate neighborhood surrounding the site is urbanized and developed with single and multi-family dwellings.

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

   The project will be subject to compliance with Regulatory Compliance Measures (RCMs), which require compliance with the City of Los Angeles Noise Ordinance; pollutant discharge, dewatering, stormwater mitigations; and Best Management Practices for stormwater runoff. These RCMs will reduce any potential impacts on noise and water quality to less than significant. The creation of noise is limited to certain decibels and restricted to specific hours. Additionally, the proposed project is not adjacent to any water sources and does not involve excavations that may have an impact on the water table. Additionally, the project will not result in a net gain of

residential units, therefore impacts to public services and air quality are deemed insignificant. Further, traffic congestion will not be impacted by the project, as the number of trips generated by the development will not result in a net increase. Likewise, air quality will not worsen as a result of the proposed project.

e) The proposed project has been reviewed by City staff and can be adequately served by all required utilities and public services.

The subject site will be adequately served by all public utilities and services given its location in an urban tract with water supply, sewage and waste disposal infrastructure, and power line installation. Furthermore, Brooks Avenue is improved with existing utilities and infrastructure to serve the residential structures in the immediate neighborhood and is accessible to emergency vehicles. The project will not result in a net gain of residential units. As such, no significant increase in population or density is anticipated.

CEQA Section 15300.2: Exceptions to the Use of Categorical Exemptions

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

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

The project is consistent with the type of development permitted for areas zoned RD1.5-1 with a Land Use Designation of Low Medium II Residential. Additionally, the surrounding lots are developed with one to three-story residential buildings. Therefore, in conjunction with citywide RCMs and compliance with other applicable regulations, no foreseeable cumulative impacts are expected.

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

The project consists of activities typical of a residential development and the proposed single-family dwellings are similar in scope to the residential buildings in the surrounding area. Additionally, there is no evidence in the record that demonstrates the project will have a significant effect on the environment. Therefore, no unusual circumstances are present or foreseeable.

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

The subject site is not located on or near a designated state scenic highway. The only State-designated Scenic Highway in the City of Los Angeles is the Topanga Canyon State Scenic Highway, State Route 27, which travels through a portion of the Topanga State Park. The subject site is located over seven (7) miles to the southeast of State Route 27. Therefore, the project will not create any impacts to scenic resources within a State-designated Scenic Highway.

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

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

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

The subject site and existing buildings have not been identified as a historic resource or within a historic district (SurveyLA, 2015). Additionally, the subject site and existing buildings are 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.

ADDITIONAL MANDATORY FINDING

7. The National Flood Insurance Program rate maps, which are a part of the Flood Hazard Management Specific Plan adopted by the City Council by Ordinance No. 186,952, have been reviewed and it has been determined that the subject site is located within Zone X: areas located outside of the flood zone.

TIME LIMIT – OBSERVANCE OF CONDITIONS

All terms and conditions of the Director's Determination shall be fulfilled before the use may be established. Unless otherwise provided in Chapter 1A, Chapter 1 (General Provisions and Zoning), or in a project's conditions of approval, any approval by the Zoning Administrator, Director of Planning, an Area Planning Commission, or the City Planning Commission as initial decision makers that is not effectuated within three years of its effective date becomes null and void.

Section 12.29 of the Los Angeles Municipal Code provides: "A Quasi-judicial action or any conditional approval granted by the Director, pursuant to the authority of this Chapter or Chapter 1 (General Provisions and Zoning) of this Code shall become effective upon utilization of any portion of the privilege, and the owner and applicant shall immediately comply with its conditions. The violation of any condition imposed by the Director, Zoning Administrator, Area Planning Commission, City Planning Commission, or City Council in connection with the granting of any action taken pursuant to the authority of this Chapter or Chapter 1 (General Provisions and Zoning), shall constitute a violation of this Chapter or Chapter 1 (General Provisions and Zoning) and shall be subject to the same penalties as any other violation of this Code."

Every violation of this determination is punishable as a misdemeanor 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 such 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.

APPEALS

WHO CAN FILE AN APPEAL

An applicant or any other person aggrieved by the Decision may file an appeal.

HOW TO FILE AN APPEAL

An appeal application must be submitted and paid for before 4:30 PM (PST) on the final day of the appeal period in order to appeal the determination. Should the final day fall on a weekend or a legal City holiday, the time for filing an appeal will be extended to 4:30 PM (PST) on the next following working day. Appeals should be filed early to ensure that the Department of City Planning Development Services Center (DSC) staff have adequate time to review and accept the documents, and to allow appellants time to submit payment. Appeals may be filed either online or in person as referenced below:

Appeal of Coastal Development Permit. Pursuant to LAMC Section 13B.9.1.H.1.f., no fee shall be charged for appeals of a Coastal Development Permit.

Forms are available online at http://planning.lacity.gov/development-services/forms.

ONLINE APPEAL FILINGS THROUGH ONLINE APPLICATION SYSTEM (OAS)

QR Code to Online Appeal Filing

Online Application System (OAS): The OAS (https://planning.lacity.gov/oas) allows entitlement appeals to be submitted entirely online. Appeal fees may be paid for by credit card or e-check.

IN-PERSON APPEAL FILINGS

QR Code to Forms for In-Person Appeal Filing

Drop off at DSC. Appeals of this determination can be submitted in-person at the Metro or Van Nuys DSC locations, as well as the South Los Angeles DSC on Tuesdays and Thursdays only, and payment can be made by credit card or check.

a. The Department of City Planning has established drop-off areas at the DSCs with physical boxes where appellants can drop off appeal applications;

b. Alternatively, appeal applications can be filed with staff at DSC public counters.

DEPARTMENT OF CITY PLANNING DEVELOPMENT SERVICES CENTERS – PUBLIC COUNTERS

Office	Address	Phone Number	Email
Metro DSC	201 N. Figueroa Street 4th Floor Los Angeles, CA 90012	(213) 482-7077	planning.figcounter@lacity.org
Van Nuys DSC	6262 Van Nuys Boulevard, Suite 251 Van Nuys, CA 91401	(818) 374-5050	planning.mbc2@lacity.org
South LA DSC *Tuesday and Thursday Only*	8475 S. Vermont Avenue, 1st Floor Los Angeles, CA 90044	(213) 978-1465	planning.southla@lacity.org

Department of 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.

DETERMINATION EFFECTIVE DATE

This determination will become effective after the end of the appeal period date on the first page of this document unless an appeal is filed with the Department of City Planning.

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).

SCHEDULING CASE CONDITION CLEARANCE AND BUILDING PERMIT SIGN-OFFS

QR Code to BuildLA Appointment Portal for Condition Clearance

In order to clear conditions and/or obtain building permit sign-offs, you must make an appointment with the Department of City Planning's Development Services Center (DSC). You may schedule a Case Condition Clearance Appointment with the DSC at appointments.lacity.org after the effective date of the determination.

See instructions on how to prepare for your appointment at planning.lacity.gov/project-review/case-filings

Furthermore, this coastal development permit shall be subject to revocation as provided in Section 13B.9.1.I.2 of Chapter 1A 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, pursuant to Section 13B.9.1.D.4 of Chapter 1A of the Los Angeles Municipal Code. 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. As further stipulated in California Code of Regulations Section 13313, the permit shall not become effective until the requirements of Public Resources Code (PRC) Section 30601 have been fulfilled.

VINCENT P. BERTONI, AICP
Director of Planning

Approved by:

Juliet Oh

Juliet Oh, Senior City Planner

Reviewed by:

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