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County of Los Angeles
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11 **SUPERIOR COURT OF THE STATE OF CALIFORNIA**
12 **FOR THE COUNTY OF LOS ANGELES – CENTRAL DISTRICT**

13 PEOPLE ORGANIZED FOR WESTSIDE
14 RENEWAL

15 Plaintiffs

16 v.

17 THE LOS ANGELES BOARD OF
18 TRANSPORTATION COMMISSIONERS

19 Defendants.
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Case No.: - 25STCP01091

**VERIFIED PETITION FOR DECLARATORY
RELIEF AND WRIT OF MANDATE FOR
VIOLATIONS OF THE RALPH M. BROWN
ACT**

[Gov. Code Section 54950, et seq.]

1 Pursuant to the Ralph M. Brown Act, Government Code sections 54950, *et seq.* (“Brown Act”),
2 Petitioner People Organized for Westside Renewal (“POWER”) petition this Court for declaratory relief
3 and writ of mandate directing Respondent Board of Transportation Commissioners (“the Board”) to
4 comply with its obligations under Government Code sections 54956 and 54960.1. By this verified
5 Petition, POWER alleges as follows.

6 INTRODUCTION

7 1. At a December 10, 2024, special meeting (the “Special Meeting”), the Board of
8 Transportation Commissioners (the “Board”) rushed to take a drastic, ultra vires action against the
9 Venice Dell Community Project (the “Project”), a vital affordable and supportive housing project that
10 the City Council for the City of Los Angeles (the “City”) approved and has been in development since
11 2016. The Board’s agenda for the Special Meeting (the “Agenda”) was vague, misleading, and grossly
12 inadequate, failing to inform the public that the Board intended to use the Special Meeting to deny the
13 Project. The Board’s action violated the Brown Act.

14 2. The Special Meeting was hastily and deliberately arranged to occur just one day before a
15 properly noticed and scheduled Coastal Commission hearing. The Coastal Commission, which had been
16 actively working on the Project for over two years, was set to review the Project and vote on key
17 approvals, including the Coastal Development Permits (“CDPs”), on December 11, 2024. The Coastal
18 Commission publicly noticed its hearing on November 22, 2024. However, almost two weeks later, the
19 Board posted its Agenda publicly for the first time on December 5, 2025. The Board’s insufficient notice
20 and actions in excess of its Agenda were a deliberate attempt to limit public participation and try to usurp
21 the Coastal Commission’s authority. In publishing this legally deficient Agenda and acting beyond the
22 Agenda’s listed items at the Special Meeting, the Board violated the Brown Act.

23 3. The Brown Act declares that legislative bodies “exist to aid in the conduct of the people’s
24 business.” Gov. Code § 54950. “It is the intent of the law that [legislative body] actions be taken openly
25 and that their deliberations be conducted openly.” *Id.* “The Act...serves to facilitate public participation
26 in all phases of local government decisionmaking and to curb misuse of the democratic process by secret
27 legislation of public bodies.” *Epstein v. Hollywood Entertainment Dist. II Bus. Improvement Dist.* (2001)
28 87 Cal.App.4th 862, 868.

1 4. The Project is the culmination of state and local efforts to combat the critical housing
2 shortage and homelessness crisis faced by California and the City. In 2016, the City began a process of
3 evaluating City properties for possible affordable housing development. Through these efforts, the City
4 identified a municipal parking lot in the City’s community of Venice, Lot 731, as a site suitable for
5 affordable housing. After circulating a Request for Proposals/Qualifications, the City selected the Venice
6 Community Housing Corporation (“VCHC”) and Hollywood Community Housing Corporation
7 (“HCHC”) to develop affordable housing on Lot 731. City Council unanimously approved the selection
8 of VCHC and HCHC to develop the Project. Now in development for nearly a decade, the Project will
9 provide 120 affordable housing units and approximately 200 parking spaces on what is currently an
10 underused asphalt parking lot.

11 5. The Project has received key approvals from both the City and the California Coastal
12 Commission, and it has successfully defended these approvals in court.¹ On December 1, 2021, the City
13 Council unanimously approved the Project’s CDP, Vesting Tentative Tract Map, Vesting Zone Change
14 and Height District Change, and Specific Plan Amendment, among other approvals.² On June 15, 2022,
15 the City Council approved a Disposition and Development Agreement (“DDA”) for the Project.³ And
16 finally, on December 11, 2024, the Coastal Commission unanimously approved the Project.

17 6. POWER has a direct interest in seeing that the Project is developed to provide critically
18 needed affordable housing. As such, the public, including POWER, should have received adequate
19 notice that the Board would attempt to thwart this years-long approvals process and cancel the Project
20 at a hastily-scheduled special meeting.

22 ¹ See Times Editorial Board, *Editorial: It’s past time for city officials to let Venice Dell homeless housing move*
23 *ahead*, LA TIMES (Dec. 9, 2024), [https://www.latimes.com/opinion/story/2024-12-09/venice-dell-homeless-](https://www.latimes.com/opinion/story/2024-12-09/venice-dell-homeless-housing-los-angeles-city-council-coastal-commission)
24 [housing-los-angeles-city-council-coastal-commission](https://www.latimes.com/opinion/story/2024-12-09/venice-dell-homeless-housing-los-angeles-city-council-coastal-commission); Liam Dillon, *Venice homeless housing development*
25 *continues in limbo as councilmember declares the project dead*, LA TIMES (July 12, 2024),
26 [https://www.latimes.com/homeless-housing/story/2024-07-12/l-a-officials-continue-to-stall-homeless-housing-](https://www.latimes.com/homeless-housing/story/2024-07-12/l-a-officials-continue-to-stall-homeless-housing-project-in-venice-new-lawsuit-claims)
27 [project-in-venice-new-lawsuit-claims](https://www.latimes.com/homeless-housing/story/2024-07-12/l-a-officials-continue-to-stall-homeless-housing-project-in-venice-new-lawsuit-claims).

28 ² See Times Editorial Board, *Are L.A. leaders trying to sabotage homeless housing in Venice?*, LA TIMES (July
30, 2023), [https://www.latimes.com/opinion/story/2023-07-30/editorial-slowing-down-a-homeless-housing-](https://www.latimes.com/opinion/story/2023-07-30/editorial-slowing-down-a-homeless-housing-project-in-venice-only-hurts-the-city-of-los-angeles)
[project-in-venice-only-hurts-the-city-of-los-angeles](https://www.latimes.com/opinion/story/2023-07-30/editorial-slowing-down-a-homeless-housing-project-in-venice-only-hurts-the-city-of-los-angeles).

³ See Liam Dillon, *L.A. officials continue to stall homeless housing project in Venice, new lawsuit claims*, LA
TIMES (Dec. 13, 2024), [https://www.latimes.com/homeless-housing/story/2024-12-13/venice-homeless-housing-](https://www.latimes.com/homeless-housing/story/2024-12-13/venice-homeless-housing-limbo-coastal-commission)
[limbo-coastal-commission](https://www.latimes.com/homeless-housing/story/2024-12-13/venice-homeless-housing-limbo-coastal-commission).

1 7. The Project is of great interest to POWER and similar organizations who advocate for
2 meaningful change in the Los Angeles community to support affordable and supportive housing. Soaring
3 rent prices, limited housing supply, and high rates of homelessness across the City and in Venice
4 specifically underscore the intense need for this Project and the affordable units it provides. The City is
5 in the midst of a housing and affordability crisis, and it is one of POWER’s priorities to ensure that City-
6 approved solutions like this Project are advanced.

7 8. However, the Board is trying to interfere in this Project and undermine public
8 participation. The Board scheduled its Special Meeting only *after* the Coastal Commission properly
9 noticed its December 11, 2024, meeting and informed the public that it would review the Project during
10 the hearing. Although the Board holds regular meetings on the second Thursday of each month, meaning
11 it was regularly scheduled to meet on December 12, 2024, the Board called this Special Meeting to occur
12 just one day before the Coastal Commission’s hearing.

13 9. The Agenda for the Special Meeting listed only one item: The Proposed Redevelopment
14 of Municipal Parking Lot No. 731 in Venice for Affordable Housing. The Agenda did not describe any
15 action that the Board would take at the meeting. In fact, reading it, the public would have no indication
16 that the Board would take any action at all. Despite this defective agenda, and without the required
17 notice, the Board took two actions significantly impacting the Project. First, the Board purportedly
18 vetoed the construction of the Project on Lot 731 entirely. Second, the Board recommended the Los
19 Angeles Housing Department (“LAHD”) evaluate an entirely different municipal lot, Lot 701, as an
20 alternative location for the Project. Lot 701 was not mentioned in the Agenda at all.

21 10. Neither of these actions were noticed in the meeting’s Agenda. This violated the Brown
22 Act. The Brown Act requires a special meeting agenda to notice “the business to be transacted” and
23 directs that “[n]o other business shall be considered.” Gov. Code § 54956(a). The Board accordingly had
24 no authority to vote on whether to cancel the Project or to recommend LAHD consider an alternate
25 location.

26 11. Had the Special Meeting been properly noticed, POWER could have participated in public
27 comment to advocate in favor of the organization’s direct interests: community change and affordable
28 and supportive housing. POWER has participated in previous public meetings concerning the Project

1 and would have valued the opportunity to do so here, especially before the Board took such drastic
2 actions against the Project, in direct contradiction to the City Council’s prior approval of the Project.

3 12. As a result of the Board’s violation of the Brown Act, POWER was deprived of its rights
4 under the law to be heard in public comment on the above-mentioned actions. POWER notified the
5 Board of its violation via written demand, and the Board has refused to cure and correct its violation.
6 POWER accordingly files this Petition to enforce its rights and require the Board to follow the law.

7 **PARTIES**

8 13. Petitioner People Organized for Westside Renewal (“POWER”) is a 501(c)(3) non-profit
9 public benefit corporation organized under the laws of California, governed by a board comprised of
10 public-minded citizens, whose mission includes promoting and advocating for affordable housing,
11 community safety, and quality education in Los Angeles. As such, POWER is within the class of persons
12 beneficially interested in the Commission’s performance of its legal duties under the Brown Act.

13 14. Respondent Board of Transportation Commissioners (“Board”) is a citizen commission,
14 created by the Los Angeles City Council, charged with the oversight of off-street parking facilities and
15 other related duties for the City of Los Angeles pursuant to Los Angeles Administrative Code (“LAAC”)
16 section 22.484.

17 **JURISDICTION AND VENUE**

18 15. This Court has jurisdiction over this matter pursuant to Code of Civil Procedure sections
19 1085 and 1060 and Government Code section 54960.1.

20 16. Venue is proper in this Court, as the Commission is located within the County of Los
21 Angeles, and the acts and events giving rise to the claim occurred in the County of Los Angeles.

22 **FACTS**

23 17. The Project will build 120 new homes and approximately 200 parking spaces on
24 Municipal Parking Lot No. 731. Of the 120 units, 117 are for affordable and supportive housing and
25 three are reserved for on-site managers. The City is experiencing a severe, prolonged housing and
26 affordability crisis and desperately needs more units like those provided by the Project. This is especially
27 true in Venice, where a high number of individuals experience homelessness.

1 18. The Project has been in development for over eight years. After a public process, the City
2 selected VCHC and HCHC to build the Project. The Project has received key approvals from the City
3 and Coastal Commission.

4 19. In July 2021, the Project received approvals and recommendations of approval from the
5 City’s Planning Commission for various entitlements. Following the Planning Commission’s decision,
6 the City Council unanimously approved the Project in December 2021. These entitlements included a
7 CDP, Site Plan Review, Vesting Tentative Tract Map, Vesting Zone Change and Height District Change,
8 Specific Plan Amendment, Community Plan Amendment, and Land Use Plan Amendment, among other
9 approvals. In addition, on June 15, 2022, the City Council approved a DDA for the Project, which
10 mandates that the City execute a ground lease for the construction and management of the Project. Most
11 recently, on December 11, 2024, the Project received unanimous approval from the Coastal Commission.

12 20. On December 5, 2024, the Board of Transportation Commissioners of the City of Los
13 Angeles noticed a Special Meeting to be held on December 10, 2024. Although the Coastal Commission,
14 on November 22, 2024, had already published the agenda for its December 11, 2024 hearing to review
15 the Project, the Board intentionally scheduled the Special Meeting so as to weigh in on the Project ahead
16 of the Coastal Commission. In fact, the Board was already scheduled to hold a regular meeting on
17 December 12, 2024. Yet, after the Coastal Commission published its agenda, the Board scheduled the
18 Special Meeting for December 10, 2024.

19 21. The Special Meeting Agenda listed only one action item for this meeting: “Proposed
20 Redevelopment of Municipal Parking Lot No. 731 in Venice for Affordable Housing.” No additional
21 details regarding this action are included in the Agenda. No reference to any action is described. A true
22 and correct copy of the Agenda is attached as Exhibit 1.

23 22. There is no mention of Lot 701 in the Agenda at all. Exhibit 1.

24 23. This “proposed redevelopment” refers to the Project, an affordable and supportive housing
25 project located on Lot 731 in Venice, California, which is designed to provide 120 permanent housing
26 units and approximately 200 parking spaces.

27 24. Following public comment, the Board discussed and illegally voted on two issues related
28 to the Project at the Special Meeting.

1 25. First, the Board illegally voted against authorizing the use of Lot 731 for the Project.

2 26. Second, the Board illegally voted to recommend LAHD determine the feasibility of
3 relocating the Project to an entirely different municipal parking lot, Lot No. 701.

4 27. These actions followed directly from recommendations to the Board in a Report by the
5 Los Angeles Department of Transportation dated December 10, 2024 (the “Board Report”). Neither the
6 Board Report nor the consideration of either action were mentioned in the Agenda. A true and correct
7 copy of the Board Report is attached as Exhibit 2.

8 28. Because these action items were not included in the Agenda, Petitioner POWER was not
9 apprised of the issues the Board would be voting on at the Special Meeting, and consequently was not
10 in attendance or able to be heard during public comment.

11 29. On February 7, 2025, counsel for POWER sent a letter to the Board informing them of
12 the defective Agenda and requesting the Board take actions to correct the issue. Cal. Gov. Code §
13 54960.1(b). A true and correct copy of POWER’s demand is attached as Exhibit 3.

14 30. In accordance with the Brown Act, the Board had until March 10, 2025 to respond. Cal.
15 Gov. Code § 54960.1(c)(2). POWER did not receive a response from the Board.

16 31. As the Board failed to respond, POWER has 15 days from March 10, 2025 to commence
17 this action. Cal. Gov. Code §54960.1(c)(4). POWER has filed this petition within the time limits
18 prescribed by the Brown Act.

19 **CAUSE OF ACTION**

20 **(VIOLATION OF BROWN ACT)**

21 32. Petitioners hereby incorporate the allegations in the above paragraphs as if set forth herein.

22 33. Government Code section 54956(a) provides that “[a] special meeting may be called at
23 any time by the presiding officer of the legislative body of a local agency, or by a majority of the
24 members of the legislative body” by written notice. The notice shall be delivered personally or by any
25 other means and shall be received at least 24 hours before the time of the meeting as specified in the
26 notice. Such notice must include “*the business to be transacted or discussed*” at the meeting; further,
27 “*[n]o other business shall be considered at these meetings by the legislative body.*” Gov. Code. §
28 54956(a) (emphasis added).

1 34. The Brown Act further provides that any interested person, such as POWER: "...may
2 commence an action by mandamus or injunction for the purpose of obtaining a judicial determination
3 that an action taken by a legislative body of a local agency in violation of Section...54956...is null and
4 void under this section." Gov. Code 54960.1.

5 35. Prior to the Special Meeting on December 10, 2024, the Board issued an Agenda
6 announcing the Special Meeting. Exhibit 1. This Agenda stated as an action item only the "Proposed
7 Redevelopment of Municipal Parking Lot No. 731 in Venice for Affordable Housing" with no statement
8 or explanation of the action to be taken by the Board.

9 36. At the Special Meeting, the Board discussed, and ultimately voted on, items which were
10 not adequately agendized by the Agenda:

11 a. First, the Board made a determination that Lot No. 731 would not be used for the
12 Project.

13 b. Second, the Board recommended that LAHD assess the feasibility of moving the
14 Project to Lot No. 701.

15 37. Neither action was mentioned in the Agenda. Because the Agenda did not detail the
16 "business to be transacted," the Board had no authority to take any action on the Project.

17 38. As a consequence of the Board's failure to adequately agendize these items, POWER was
18 denied the benefits and protections of the Brown Act. For example, POWER had no way of knowing the
19 actions which the Board might take at the Special Meeting and therefore was deprived of a fair
20 opportunity to prepare meaningful comments and participate in the Board's discussion of these items
21 prior to the Board's vote.

22 39. POWER alleges that the Board's Agenda failed to adequately state the "business to be
23 transacted or discussed" at the Special Meeting, and that the Board's vote at the Special Meeting
24 therefore violated the Brown Act's notice requirements under Government Code section 54956,
25 depriving POWER of its rights under the law and denying the public's right to the protections afforded
26 by our State's open government laws.

27 40. On February 7, 2025, POWER demanded the Board cure or correct its Brown Act
28 violations. Exhibit 3. The demand was made in writing, within 90 days of the violation. The Board failed

1 to take any action to cure or correct its violation, or inform POWER of its decision not to cure or correct
2 the violation, within 30 days of the written demand. Pursuant to Government Code section 54960.1, this
3 action is commenced within 15 days of the expiry of the 30-day period following the demand.

4 41. Government Code section 54960.1(a) provides that any interested person may “commence
5 an action by mandamus or injunction for the purpose of obtaining a judicial determination that an action
6 taken by a legislative body of a local agency in violation of Section 54953, 54954.2, 54954.5, 54954.6,
7 54956, or 54956.5 is null and void.”

8 42. POWER has exhausted its administrative remedies. POWER has requested the Board cure
9 and correct its violation, but the Board has refused to do so. The only plain, speedy, and adequate remedy
10 left to POWER is the relief provided by Government Code section 54960.1.

11 43. POWER requests that this Court hold and declare that the Board violated the Brown Act
12 on December 10, 2024 by taking actions at a special meeting not properly noticed under Gov. Code
13 section 54956. Power also requests that this Court issue a writ of mandate compelling the Board to
14 nullify its December 10, 2024 actions and set the matter for a public meeting with a properly noticed
15 agenda.

16 **WHEREFORE, PETITIONER PRAYS AS FOLLOWS:**

17 1. This Court enter a declaratory judgment that the Board violated the Brown Act during its
18 December 10, 2024 special meeting;

19 2. The Court issue a preemptory writ of mandate ordering the Board to:

20 a. Void its December 10, 2024 actions pursuant to Government code section
21 54960.1; and

22 b. Should the Board choose to hold a new meeting on these issues, provide a properly
23 noticed agenda to allow for public participation.

24 3. The Court enter an order awarding POWER their reasonable attorney’s fees and costs
25 incurred in bringing this action, pursuant to Government Code section 54960.5 and/or Code of Civil
26 Procedure Section 1021.5.

27 4. The Court enter an order awarding POWER costs incurred in this action.

28 5. The Court grant other relief as the Court deems just and proper.

1 Dated: March 19, 2025

Respectfully submitted,

2 **LEGAL AID FOUNDATION OF LOS ANGELES**

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4
5 By: *Anna Hales*

6 Anna Hales
7 Kevin Mitchell

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VERIFICATION

I, Meghan Choi on behalf of People Organized for Westside Renewal, declare:

1. I am a party to this action.
2. I have read the VERIFIED PETITION FOR WRIT OF MANDATE. The facts stated are either true and correct of my own personal knowledge, or I am informed and believe that such facts are true and correct, and on that basis, I allege them to be true and correct.

This verification was executed on March 17, 2025 in Los Angeles, California. I declare under penalty of perjury that the foregoing is true and correct.


Meghan Choi (Mar 18, 2025 17:10 PDT)

Meghan Choi
People Organized for Westside Renewal

Exhibit 1

**BOARD OF TRANSPORTATION
COMMISSIONERS**

CRIS LIBAN
PRESIDENT

SELIKA TALBOTT
VICE PRESIDENT

DOUGLAS TOHOM
VIGGEN DAVIDIAN
ERIN PAK
RAYMOND REGALADO
DAVID MARQUEZ

JASMIN SAN LUIS
ACTING COMMISSION EXECUTIVE ASSISTANT

**CITY OF LOS ANGELES
CALIFORNIA**



KAREN BASS
MAYOR

DEPARTMENT OF TRANSPORTATION

100 S. MAIN STREET, 10th FLOOR
LOS ANGELES, CA 90012

LAURA RUBIO-CORNEJO
GENERAL MANAGER

**SPECIAL MEETING
BOARD OF TRANSPORTATION COMMISSIONERS**

AGENDA

**Tuesday, December 10, 2024
10:00 AM**

**Room 1010, City Hall
200 North Spring Street, Los Angeles, CA 90012**

Note: The meeting is audio taped.

Every person wishing to address the Commission must complete a speaker's request form at the meeting and submit it to the Commission Executive Assistant prior to the Board's consideration of the matter.

The live audio can also be accessed at: (213) 621-2489 (Downtown); (310) 471-2489 (West L.A.); 310 547-2489 (San Pedro); 818 904-9450 (Van Nuys).

ADMINISTRATIVE ITEMS

1. Welcome
2. Roll Call

NOTICE TO PAID REPRESENTATIVES

If you are compensated to monitor, attend, or speak at this meeting, City law may require you to register as a lobbyist and report your activity. See Los Angeles Municipal Code 48.01 et seq. More information is available at ethics.lacity.org/lobbying. For assistance, please contact the Ethics Commission at (213) 978-1960 or ethics.commission@lacity.org.

NEIGHBORHOOD COUNCIL COMMENT

Discussion with Neighborhood Council representatives on any formal positions or resolutions adopted by the Neighborhood Council relating to any agenda item listed or being considered on this agenda for the Board of Transportation Commissioners.

PUBLIC FORUM

ACTION ITEM

3. Proposed Redevelopment of Municipal Parking Lot No. 731 in Venice for Affordable Housing

ADJOURNMENT - PURSUANT TO GOVERNMENT CODE SECTION 54956.7

Agenda will be posted online and can be downloaded at least 72 hours prior to a meeting from the Department of Transportation Website <https://ladot.lacity.org/about/commissions> or posted on the bulletin board located on the 1st floor of City Hall East (Main Street Lobby).

Members of the public are invited to address the Board of Transportation Commissioners on any item on the agenda prior to action by the Board on that specific item. Members of the public will be given an opportunity to address non-agenda items within this Board's jurisdiction.

A total of 10 minutes will be allotted, subject to time limits on individual items, as the President deems appropriate.

Written material supporting agenda items can be reviewed prior to each Board meeting at the Commission office, 100 S. Main Street, 10th floor, Los Angeles, 90012, between the hours of 8:00 a.m. and 4 p.m.

Finalization of Commission Actions: In accordance with City Charter, actions that are subject to Section 245 shall become final at the expiration of the next five meeting days of the Los Angeles City Council during which the Council has convened in regular session and that if Council asserts jurisdiction during this five meeting day period the Council has 21 calendar days thereafter in which to act on the matter.

Matters pending will be carried for a maximum of six months, after which time they will be deemed withdrawn and rescheduled when a new staff report is received.


As a covered entity under Title II of the Americans with Disabilities Act, the City of Los Angeles does not discriminate on the basis of disability, and upon request, we will provide reasonable accommodation to ensure equal access to its programs, services, and activities. To ensure availability, you are advised to make your request at least 72 hours prior to a meeting you wish to attend. For additional information, please contact Jasmin San Luis, Acting Commission Executive Assistant, at (213) 972-8448 or TTY call (213) 580-1177.

Exhibit 2

**BOARD REPORT
CITY OF LOS ANGELES
DEPARTMENT OF TRANSPORTATION**

Date: December 10, 2024

To: Board of Transportation Commissioners

From: Laura Rubio-Cornejo, General Manager 
Department of Transportation

Subject: **PROPOSED REDEVELOPMENT OF MUNICIPAL PARKING LOT NO. 731 IN VENICE FOR AFFORDABLE HOUSING**

SUMMARY

In 2022, City Council authorized a Disposition and Development Agreement to redevelop the Lot No. 731 in Venice into affordable housing with replacement public parking. Per Section 22.484(g)(2)(A)(7) of the Los Angeles Administrative Code (LAAC), the Board of Transportation Commissioners has the express authority and responsibility to direct the acquisition and management of all Los Angeles Department of Transportation (LADOT) public parking lots, which includes the proposed redevelopment of Lot No. 731. This report provides LADOT’s evaluation of the proposed project and project alternatives, which is presented to the Board for the first time.

RECOMMENDATIONS

That the Board:

1. DO NOT AUTHORIZE the use of Lot No. 731 for the affordable housing project as proposed by the Venice Community Housing Corporation and Hollywood Community Housing Corporation in Attachment “B” with 120 affordable housing units plus 200 parking spaces spread over two parking structures within the housing development (23 spaces in the west structure, and 177 spaces in the east structure); and
2. RECOMMEND that the Los Angeles Housing Department (LAHD) determine the feasibility of relocating the proposed affordable housing project to Lot No. 701, including potential changes to the zoning and height limitations affecting Lot No. 701 to effectuate a maximum number of affordable housing units with no replacement parking required.

BACKGROUND

Lot No. 731 is a surface lot located at 200 N. Venice Boulevard, Venice in Council District (CD) 11 (see Attachment “A”). The parking lot is less than 1,000 feet from Venice Beach and in a predominantly residential area. Currently, the lot has a total of 177 public parking spaces consisting of 171 standard spaces, and 6 disabled spaces. The parking lot previously had 196 public spaces. The Venice Canal bifurcates the lot creating a west side and east side of the property. The lot is highly utilized from May to September, and has moderate to low usage from October to April. The parking lot is operated with an

attendant daily from 7am to 5-8pm depending on the season, and is closed from 11pm to 5am. Rates vary from \$4 to \$25 per day at the lot depending on the time, day, and season. Annual revenue generated from Lot No. 731 is approximately \$747,000.

In May 2016, City Council directed LADOT and the City Administrative Officer (CAO), with the assistance of the then Housing and Community Investment Department (now LAHD), to prepare an RFP to provide for an affordable housing project, along with replacement parking at Lot No. 731 (CF 15-1138-S9). In December 2016, City Council approved the selection of Venice Community Housing Corporation and Hollywood Community Housing Corporation (Developer) to create a full development plan for the project (CF 16-0600-S145). In June 2022, City Council authorized LAHD to execute a Disposition and Development Agreement for development of affordable housing at Lot No. 731 with the Developer based on the project design submitted at that time (CF 22-0496). The design reflected 136 housing units and 252 public parking spaces all located in a parking structure on the east side of the property surrounded by housing units. The Board was not presented with any information on the project at that time. Moreover, in the 8 ½ years since the City Council issued its directive, multiple modes of transportation not contemplated in 2016 have been introduced in the Venice Beach area, which the City could more effectively manage through the creation of a cohesive mobility hub on Lot No. 731.

Per Section 22.484(g)(2)(A)(7) of the LAAC, the Board has “the power, duty and responsibility of coordinating, directing, and managing all matters respecting the acquisition, and thereafter the management, of all public off-street parking places by the City.” Contrary to recent correspondence from Developer’s counsel, the LAAC exclusively empowers the Board to approve or deny the proposed project as part of its ongoing responsibility to manage Lot No. 731. The project as presented raises a number of issues related to beach access, maintenance, easements across the property, insurance, indemnification, financial obligations for resident (private) parking, and other details that must be negotiated and included in a parking management agreement and/or other agreements between the City and the Developer for the Board’s consideration and approval.

DISCUSSION

Based on feedback and/or requirements from City staff and the California Coastal Commission, the Developer has modified the design multiple times since a preliminary design was attached to the CAO’s report presented to City Council in June 2022. Due in large part to multiple lawsuits filed and recently resolved, the project has not been previously considered by this Board. According to the LAAC, the Board has the authority and responsibility to direct and manage the repurposing of all LADOT public parking lots, which includes the authority to determine the requirements for the proposed redevelopment of Lot No. 731. Below is LADOT’s evaluation of the project as currently proposed by the Developer, and alternatives considered by LADOT.

Current Proposed Project

Preliminary Design Observations

Included as Attachment “B” is the most current project design provided to LADOT by the Developer in October 2024.

1. Compared to the 2022 preliminary design referenced earlier, the latest design reduced the number of housing units from 136 to 120. The proposed public parking also decreased from 252 parking

spaces in the east parking structure to 200 parking spaces spread over two parking structures (23 in the west and 177 in the east) which exceeds the required replacement parking of 196 spaces.

2. Most patrons that use Lot No. 731 travel west directly to the beach and/or use the Ocean Front Walk. With most of the public parking proposed to be replaced on the east side of the property, patrons will have to walk roughly a few hundred feet further which may negatively impact the utilization and revenues of the parking structure, and reduces beach and Ocean Front Walk access.
3. Portions of the proposed east parking structure's exterior walls will be within a matter of inches from the walls of the surrounding housing units. The proposed plan is to build a new public parking structure, and then build the housing immediately adjacent to the exterior. Having these walls so closely co-located raises liability and cost concerns due to uncertainties during construction and complicates future maintenance and rehabilitation. Any delays during the construction of the parking structure may impact the overall development schedule and thereby increase construction costs of the adjoining housing development which could obligate the City to compensate the Developer. Given the close proximity of this facility to the ocean and noting the fact that Southern California experiences earthquakes periodically, should the exterior concrete parking structure walls require rehabilitation from salt and moisture corrosion and/or seismic activity, it is unclear how this will be addressed between the City and the Developer given the immediately adjacent walls of the housing development, as any associated costs will likely impact those adjacent dwelling units.
4. There are other design requirements that LADOT and the Developer have yet to successfully work through such as rollup gates to secure the facility after hours, parking office and storage rooms.

Cost Estimates

The project proposal includes the City paying for the cost of the proposed East Parking Structure including hard and soft costs. LADOT received a detailed estimate for the East Parking Structure from the Developer in 2021 with a total City cost of \$17,207,981 and Developer cost of \$2,284,882 for a total project cost of \$19,492,682. LADOT received an updated cost estimate as of November 2024 with a revised construction cost and same total project cost. The cost estimate includes the assumption that the City will pay all the costs for the East Parking Structure since the Developer will finance several public parking spaces in West Parking Structure. As of the drafting of this report, the cost estimates are still being vetted. The Developer claims that the total cost of the project remains roughly the same because of design revisions to remove mechanical lifts that were once proposed to be used in the structure. LADOT projected out the 2021 East Parking Structure City construction cost and the total City project costs (planning, design, construction, etc.) to the current year in the table below. Under the current proposal, the City is obligated to pay for the entire cost of replacement public parking in the East Parking Structure with a total project cost conservatively estimated by the City at roughly \$22 million, all of which is to be funded with general obligation bonds issued by the City's Municipal Improvement Corporation of Los Angeles (MICLA). \$11.6 million in MICLA financing was initially authorized by Council in the 2022-23 budget cycle, and that authorization expires if the funds are not expended within three years of authorization.

	Developer's 2021 City Construction Cost Estimate ¹	Developer's 2021 Total City Project Cost Estimate ²	Developer's 2024 City Construction Cost Estimate ¹	Developer's 2024 Total City Project Cost Estimate ²	City Projected 2024 City Construction Cost Estimate ³	City Projected 2024 Total City Project Cost Estimate ⁴
Proposed East Parking Structure	\$12,761,012	\$17,207,981	\$13,608,663	\$19,492,862	\$17,972,967	\$22,062,323

¹ Construction estimate based on hard costs and demolition.

² Total City project cost estimate based on construction estimate plus soft costs such as planning, design, permits, etc. and contingency costs.

³ Based on cost estimate provided by the developer in 2021 (\$12,761,012) and escalated to 2024 cost using the annual inflation rates from the California Construction Cost Index (13.4% from 2021 to 2022), and the City of Los Angeles Bureau of Engineering (BOE) (15% from 2022 to 2023 and 8% from 2023 to 2024).

⁴ Based on cost estimates provided by the developer in 2021 (total City project cost: \$17,207,981; City construction cost: \$12,761,012; removal of parking lift equipment: \$680,400) and escalated to 2024 cost using the construction estimate escalated to 2024 cost and the remaining soft costs escalated using BOE escalation rates (0% for 2021 to 2022, 4% for 2022 to 2023, and 4% for 2023-2024).

Project Parking Agreement Status

The Bureau of Engineering and the Developer have been working together to draft a parking agreement that clearly states the terms and conditions to allow the Developer to construct the public parking structure and to be reimbursed by the City with MICLA bond financing. Work remains to refine the scope of work as well as the milestones/payment schedule.

Project Alternatives

Below are the alternatives considered with LADOT's assessments of benefits and disadvantages.

1. Approve the affordable housing project on Lot No. 731 as proposed by the Developer. (*Not recommended*)

Pros:

- Quickest alternative for a mixed-use development with affordable housing.

Cons:

- Design and liability concerns by having a parking structure that has other structures immediately adjacent to it.
- Approximately \$20 million impact to General Fund for construction of a parking structure during the current fiscal crisis.
- Loss of parking revenue during construction and value of land transferred for free.
- Reduces beach access and potentially parking revenue with longer distance to walk to the beach and Ocean Front Walk.
- Will not allow for future development of the lot to include increasingly desirable additional mobility options (car share, bike share, micro-mobility, shuttle service, transit store, etc.).

2. Deny the use of Lot No. 731 for the affordable housing project as proposed by the Developer and keep the existing surface parking lot. (*Recommended*)

Pros:

- Eliminates design and liability concerns from a parking structure with residential structures immediately adjacent to it.
- Reduces the potential General Fund burden due to MICLA commitment by roughly \$20 million during the current fiscal crisis.
- City retains ownership and use of the Lot No. 731 property with no loss in land value and parking revenue due to construction.
- Allows for future development opportunity that may include additional capacity for increasingly desirable mobility options and improved beach access. Lot No. 731 is situated at a prime location with excellent connectivity to major transportation corridors, bike paths, and pedestrian-friendly streets. It offers a rare opportunity to integrate multiple modes of transportation into a cohesive mobility hub. Its size, accessibility, and proximity to transit lines make it ideal for implementing:

1. **A Multi-Modal Transit Center:** With space to accommodate bus stops, a transit store, community shuttle service, car share, bike-sharing stations, micro-mobility, and ride-hailing pick-up zones, Lot No. 731 can become a central point for residents and visitors to navigate this part of the City seamlessly.
2. **Electric Vehicle (EV) Charging Stations:** As Venice moves toward sustainable transportation solutions, dedicating Lot No. 731 to expanded EV infrastructure could encourage greener commuting options while serving the increasing demand for charging stations.
3. **Expanded Bike Infrastructure:** The proximity of Lot No. 731 to Venice's existing bike paths makes it a natural fit for a secure bike storage and repair facility, further encouraging cycling as an eco-friendly commuting option.
4. **Pedestrian-Friendly Enhancements:** With ample space to include shaded walkways, resting areas, and public art installations, Lot No. 731 can enhance the pedestrian experience and contribute to Venice's vibrant urban culture.

Cons:

- Eliminates mixed-use development with affordable housing on Lot No. 731, although option 4 below offers the opportunity for the placement of affordable housing on Lot No. 701.
 - Developer will likely seek reimbursement from the City for approximately \$3 million in predevelopment expenses incurred to date.
3. Approve an affordable housing project on Lot No. 731 with the required minimum number of 196 replacement parking spaces in a stand-alone parking structure on the west side of the property. *(Not recommended)*

Pros:

- Allows for a mixed-use development with affordable housing.
- Reduces design and liability concerns by having a parking structure that does not have other structures immediately adjacent to it.
- Provides parking spaces closer to where most of the patrons are walking, thereby resolving concerns regarding beach access.

Cons:

- Will result in redesign of the proposed project, triggering additional costs and delays.
- More than \$20 million impact to General Fund for redesign and construction of a parking structure.
- Loss of parking revenue during construction and value of land transferred for less than full market value.
- Will not allow for future development of the lot to include increasingly desirable additional mobility options.

4. Recommend that LAHD evaluate the feasibility of relocating the proposed affordable housing from Lot No. 731 to Lot No. 701 with no replacement parking required. (*Recommended*)

Lot No. 701 is located at 2150 Dell Ave in Venice, across the street and to the northeast from Lot No. 731 (see Attachment "A"). Lot No. 701 is a 150 space paid public parking lot in a residential area. The lot is primarily utilized during summer weekends and holidays, and has low usage during other times. On Fridays, there is a farmers' market on the parking lot that can be relocated, if needed. The lot is operated by an attendant, as needed, on summer weekends and holidays as an overflow parking lot to Lot No. 731, otherwise the lot remains closed to public. Rates vary from \$5 to \$25 per day at the lot depending on the time and day. Annual revenue generated from this parking lot is approximately \$114,000.

Pros:

- Allows for a thorough evaluation of the potential site.
- Allows for potential mixed-use development with affordable housing, possibly with a higher number of affordable housing units than the 120 proposed for Lot No. 731.
- Allows for future development opportunity on Lot No. 731 that may include increasingly desirable additional mobility options.
- No requirement to replace the parking spaces and thus no cost to General Fund for construction a parking structure during the current fiscal crisis. The parking spaces could be replaced in a future mobility hub project on Lot No. 731.
- An affordable housing project on Lot No. 701 instead of Lot No. 731 would reduce the loss of parking annual revenue by approximately \$633,000.
- Maintains existing public parking spaces closer to the beach and Ocean Front Walk.

Cons:

- Will result in a new affordable housing project requiring more time for design and entitlement.
- Loss of 150 public parking spaces, which would require California Coastal Commission approval.
- Loss of approximately \$114,000 in annual parking revenue and value of land likely transferred for less than full market value.

Evaluating the alternatives above, LADOT recommends denying the current project as proposed based on the disadvantages outlined in Option 2. Given the lack of affordable housing in the area that the current project would provide, LADOT recommends that the Board also consider Option 4 and recommend that LAHD evaluate Lot No. 701 to determine the suitability of the site for a new affordable housing development that will not require any replacement parking, which would be subject to California Coastal Commission approval. The recommendation to relocate the proposed development

of new affordable housing from Lot No. 731 to Lot No. 701 in Venice provides an opportunity to enhance both community resources and mobility options for the residents of Venice. While affordable housing is a critical need, the unique potential of Lot No. 731 to become a mobility hub makes it a more impactful site for long-term urban development, while still providing an opportunity for an affordable housing project on nearby Lot No. 701. The relocation recommendation in Option 4 represents a strategic and thoughtful choice for the community.

Should the Board select any other alternative that proposes the development of affordable housing on Lot No. 701 or Lot No. 731 where replacement public parking is required, the project will come back to the Board for approval of applicable parking management agreement(s).

FISCAL IMPACT STATEMENT

Depending on the option selected, there are potentially significant impacts to the General Fund and/or Special Parking Revenue Fund (SPRF) during the City's current fiscal crisis. The design and construction of a parking structure to replace the existing public parking lot is estimated to be between \$19.5-\$22.1 million. Currently, the Developer proposes to have the City fund all amounts for the construction and maintenance of the new parking structure by issuing general obligation bonds from MICLA, which is a General Fund obligation of the City. LADOT public parking lot revenue generated from existing public parking lots is deposited into the SPRF. The estimated loss of annual parking revenue during construction of the project proposed by the Developer at Lot No. 731 is approximately \$747,000. The estimated loss of annual parking revenue at Lot No. 701 is approximately \$114,000 per year. In addition to the loss of annual revenue from operations, SPRF will lose the revenue that could be generated from the sale of the property and deposited into the SPRF, potentially estimated in the tens of millions of dollars if the Lot No. 731 property were to be sold for full market value.

LRC:JK:kh

Attachments

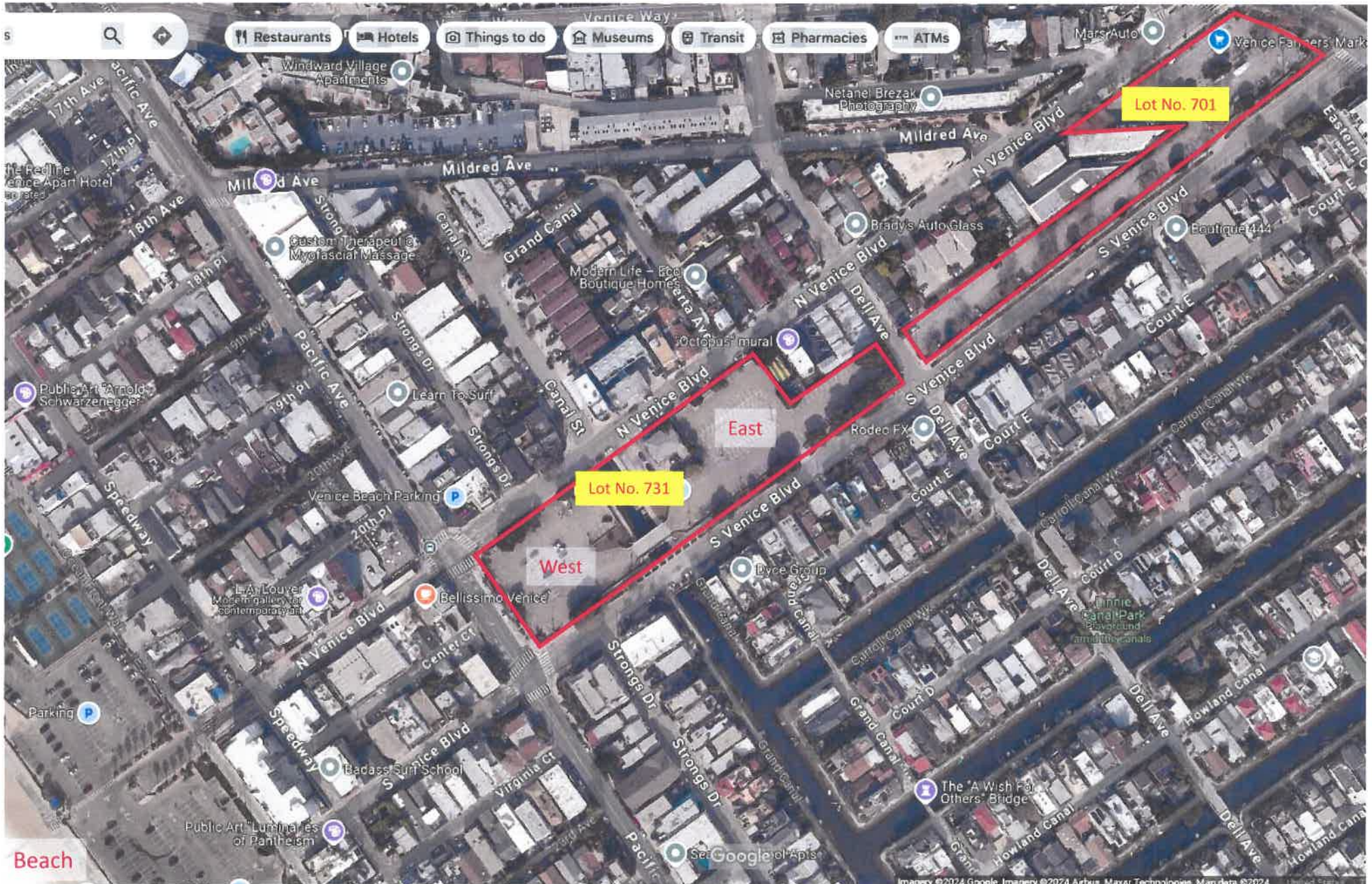
APPROVED: 12/10/2024

Board of Transportation Commissioner



Commission Executive Assistant

ATTACHMENT "A"



VENICE DELLL COMMUNITY

ATTACHMENT "B"

VENICE BLVD. / DELL AVE.
LOS ANGELES, CA 90291

COASTAL COMMISSION

ABBREVIATIONS

ABV	ABOVE	JT	JOINT
AFF	ABOVE FINISH FLOOR	KIT	KITCHEN
A.G.L.	ADJ. GROUND LVL. PER LAMC SECT. 12.03	LDSC	LANDSCAPE
ADJ	ADJACENT	LAV	LAVATORY
ALUM	ALUMINUM	LOC	LOCATION
@	AT	MFR	MANUFACTURER
BM	BEAM	MAX	MAXIMUM
BTWN	BETWEEN	MECH	MECHANICAL
B.O.	BOTTOM OF BLDG BUILDING	MTL	METAL
BLDG	BUILDING	MIN	MINIMUM
BUR	BUILT UP ROOF	(N)	NEW
CLNG	CEILING	N/A	NOT APPLICABLE
CL	CENTERLINE	N.I.C.	NOT IN CONTRACT
CLR	CLEAR	NO.	NUMBER
COL	COLUMN	O.C.	ON CENTER
CONC	CONCRETE	OPER	OPERABLE
CMU	CONCRETE MASONRY UNIT	OPP	OPPOSITE
CONSTR	CONSTRUCTION	O.A.E.	OR APPROVED EQUAL
CONTS	CONTINUOUS	OFCSI	OWNER FURNISHED/ CONTRACTOR INSTALLED
CFCI	CONTRACTOR FURNISHED/ INSTALLED	PTD	PAINTED
CJ	CONTROL JOINT	PR	PAIR
D.G.	DECOMPOSED GRANITE	PNL	PANEL
DB	DESIGN/BUILD	P.O.T.	PATH OF TRAVEL
DETL	DETAIL	P.LY	PLYWOOD
DIA	DIAMETER	P.I.C.	POURED-IN-PLACE CONCRETE
DIM	DIMENSION	PL	PROPERTY LINE
ACC	DISABLED ACCESS	RAD	RADIUS
DWH	DOMESTIC HOT WATER	RE	REFER TO
DR	DOOR	REF	REFRIGERATOR
DBL	DOUBLE	REQD	REQUIRED
DN	DOWN	RF	ROOF
DS	DOWNSPOUT	RFNG	ROOFING
DWGS	DRAWINGS	RM	ROOM
EA	EACH	R.O.	ROUGH OPENING
ELEC	ELEC. VEHICLE CHARGING STATION	SCHED	SCHEDULE
EL	ELEVATION	SCRN	SCREEN
(ELEV.)		SECT	SECTION
EQ	EQUAL/ EQUAL TO	SHWR	SHOWER
EQMT	EQUIPMENT	SIM	SIMILAR
(E)	EXISTING	S.C.	SOLID CORE
EXT	EXTERIOR	SPECS	SPECIFICATIONS
F.O.C.	FACE OF CONCRETE	S.S.	STAINLESS STEEL
F.O.PL	FACE OF PLYWOOD	SP	STAND PIPE
Y.		STL	STEEL
F.O.S.	FACE OF STUD FINISH	STOR	STORAGE
FIN	FINISH	S.D.	STORM DRAIN
FFL	FINISH FLOOR LEVEL	STRUC	STRUCTURAL
FEC	FIRE EXTINGUISHER CABINET	TL	TRUSS
TEMP	TEMPERED	STRUC	STRUCTURE
FH	FIRE HYDRANT	T	TEMPERED
FBR	FLAME SPREAD RATING	THK	THICK
FLR	FLOOR	THRU	THROUGH
FLRG	FLOORING	T.O.	TOP OF
FLOUR	FLOURESCENT	TYP	TYPICAL
FRMC	FRAMING	UFAS	UNIFORM FEDERAL ACCESSIBILITY STANDARDS
GALV	GALVANIZED	U.N.O.	UNLESS NOTED OTHERWISE
GA	Gauge	URNL	URNAL
GED	GEOTECHNICAL	VNR	VENEER
GLAZ	GLAZING	VER	VERIFY
GYP.	GYP/SUM BOARD	W/F	VERIFY IN FIELD
BD.		WD	WOOD
HT	HEIGHT	W/D	WASHER/ DRYER
H.C.	HOLLOW CORE	W.P.	WATERPROOFING
H.M.	HOLLOW METAL	W/P.	WATERPROOFING
HW	HOT WATER	W/P.	WATERPROOFING
INSUL	INSULATION	W/W	WINDOW
INT	INTERIOR	W	WITH
JAN	JANITOR	WO	WITHOUT
		WD	WOOD

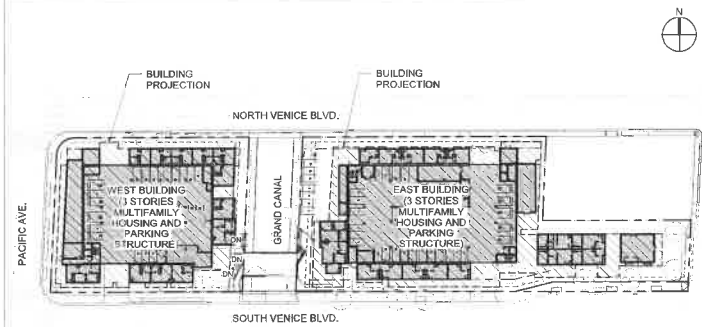
PROJECT INFORMATION

PROJECT DESCRIPTION:
VENICE DELLL COMMUNITY IS A 120-UNIT SUPPORTIVE AFFORDABLE HOUSING DEVELOPMENT ON CITY-OWNED LAND, ON THE PUBLIC PARKING LOT BETWEEN NORTH AND SOUTH VENICE, DELL AND PACIFIC IN THE VENICE NEIGHBORHOOD OF THE CITY OF LOS ANGELES.

APPLICABLE CODES:
• 2004 VENICE COASTAL ZONE SPECIFIC PLAN
• 2018 LOS ANGELES BUILDING CODE
• 2018 LOS ANGELES MUNICIPAL CODE
• 2018 CALIFORNIA BUILDING CODE

FUNDING REQUIREMENTS:
• THE COUNTY'S MEASURE H DOLLARS FOR SERVICES FOR THE PSH UNITS
• LOS ANGELES HOUSING DEPARTMENT (LAHD) MANAGED PIPELINE
• PROJECT BASED SECTION 8 VOUCHERS FROM HACLA FOR 68 PSH UNITS
• LA COUNTY NO PLACE LIKE HOME FUNDS AND/OR GENERAL FUNDS (APPLICATION EXPECTED FALL 2024)
• FHLP AHP (APPLICATION EXPECTED SPRING 2025 OR 2026)
• AFFORDABLE HOUSING AND SUSTAINABLE COMMUNITIES (AHS-C) PROGRAM (APPLICATION EXPECTED 2025)
• TCAC/ CDLAC (APPLICATION EXPECTED AUGUST 2025)

PLOT PLAN



PLOT PLAN. SCALE: 1/8" = 1'-0"

ZONING INFORMATION

ZONING INFORMATION:
COMMUNITY PLAN AREA: VENICE
AREA OF PLANNING COMMISSION: WEST LOS ANGELES
NEIGHBORHOOD COUNCIL: VENICE
COUNCIL DISTRICT: CD 11 - TRACI PARK
LADBS DISTRICT OFFICE: WEST LOS ANGELES
500-FOOT SCHOOL ZONE: NO
CURRENT ZONING: OS-1XL
CURRENT LAND USE: OPEN SPACE
PROPOSED ZONING: C2-1L
PROPOSED LAND USE: NEIGHBORHOOD COMMERCIAL

SPECIFIC PLAN AREA:
VENICE COASTAL ZONE
LOS ANGELES COASTAL TRANSPORTATION CORRIDOR

ADDITIONAL ZONING INFORMATION:
• Z1-2452 TRANSIT PRIORITY AREA IN THE CITY OF LOS ANGELES
• Z1-2471 COASTAL ZONE
• Z1-2406 DIRECTOR'S INTERPRETATION OF THE VENICE SP FOR SMALL LOT SUBDIVISIONS

FLOOR TO AREA RATIO: OPTION B, 1:15:1 (BASED ON BUILDABLE AREA)

LOT AREA:
GROSS PLOT AREA: 115,674 SF
NET LOT AREA: 97,050 SF (GROSS AREA EXCLUDING DEDICATION)

BUILDABLE AREA:
90,573 SF (NET AREA EXCLUDING SETBACK PER VENICE COASTAL ZONE SPECIFIC PLAN)

BUILDING HEIGHT:
MAXIMUM: 35 FEET
PROVIDED: 34 FEET (HEIGHT MEASURED PER P/2C 2002-008)
PROVIDED # OF STORIES: 3

SETBACKS:
REQUIRED FRONT: MIN. 5 FEET
REQUIRED SIDE: MIN. 5 FEET
REQUIRED CANAL: MIN. 10 FEET, 15 FEET AVG.

DWELLING UNIT:
ALLOWABLE # OF UNITS: 144 (115,674 SF AT 800 SF PER DWELLING UNIT, PER LAMC 12.14.C.3 AND 12.21.C.8)
PROVIDED # OF UNITS: 120

OPEN SPACE

OPEN SPACE SUMMARY

PROPOSED OPEN SPACE:
WEST BUILDING: 12,463 SF
EAST BUILDING: 0 SF

REQUIRED OPEN SPACE TABULATION:

UNIT TYPE	O.S. FACTOR	TOTAL COUNT	OPEN SPACE
STUDIO	100 ft ²	76	7,600 ft ²
→ LIVE-WORK		30	
1 BED	100 ft ²	29	2,900 ft ²
2 BED	125 ft ²	14	1,750 ft ²
3 BED	175 ft ²	1	175 ft ²
TOTAL		120	12,425 ft²

PROGRAM

UNIT MIX SUMMARY

UNIT TYPE	AREA	WEST COUNT	EAST COUNT	TOTAL COUNT
STUDIO	349 ft ² 462 ft ²	32	45	77
→ LIVE-WORK				(26)
1 BED	560 ft ² 811 ft ²	10	16	26
2 BED	754 ft ² 924 ft ²	6	10	16
3 BED	1,000 ft ² 2,000 ft ²		1	1
TOTAL		48	72	120

SPECIAL NEEDS UNITS

UNIT TYPE	SPECIAL NEEDS UNITS	NON-SPECIAL NEEDS UNITS	SN UNIT DISTRIBUTION
STUDIO	42	35	67.30%
→ LIVE-WORK	0	(26)	
1 BED	15	11	21.20%
2 BED	11	5	11.50%
3 BED	0	1	
TOTAL	68	52	100%

PARKING SUMMARY

PROPOSED PARKING:
LADOT PARKING: 200
PRIVATE PARKING: 85 (includes BIP, Residential, and Commercial)
BOAT LAUNCH PARKING: 8
TOTAL PARKING: 293

REQUIRED PARKING:

PRIVATE - RESIDENTIAL	RATIO	UNITS	PARKING	SOURCE
MANAGER UNIT	0.5/unit	3	2	AB744
SN UNIT	0.5/unit	68	21	AB744
AFFORDABLE UNIT	0.5/unit	49	25	AB744
SUBTOTAL		120	48	

PRIVATE - COMMERCIAL

PRIVATE - COMMERCIAL	RATIO	AREA (SF)	PARKING
RETAIL		0	0
SUBTOTAL		0	AB2097

PRIVATE - BEACH IMPACT

PRIVATE - BEACH IMPACT	RATIO	AREA (SF)	PARKING
COMMERCIAL	1/640sf	1735	3
RESIDENTIAL	1/1,000sf	16052	17
SUBTOTAL			20

TOTAL PRIVATE PARKING REQ. 68
TOTAL LADOT PARKING REQ. 196
TOTAL PARKING REQ. 264

BICYCLE SUMMARY

PROPOSED BICYCLE:
TOTAL LONG-TERM BIKE PARKING : 108
LONG-TERM BIKE PARKING - WEST BUILDING: 44
LONG-TERM BIKE PARKING - EAST BUILDING: 64
TOTAL SHORT-TERM BIKE PARKING : 14 (ON SITE)

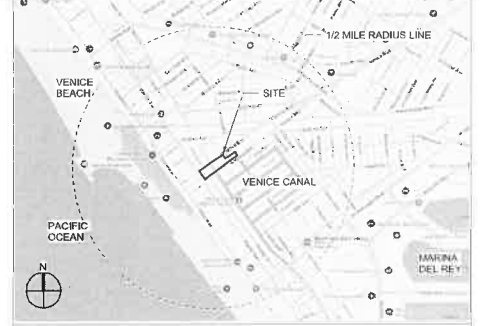
REQUIRED BICYCLE PARKING TABULATION:

LONG-TERM	RATIO	WEST UNITS	EAST UNITS	TOT... UNITS BIKES
RESIDENTIAL	1/1 units (1-25)	25	25	50
	1/1.5 units (26-100)	23	16	47
	1/2 units (101-200)			0
	1/4 units (201+)			0
AREA				
RETAIL	1/2,000 sq.ft. (2 min.)	2112	2	2
RESTAURANT	1/2,000 sq.ft. (2 min.)			0
COMMERCIAL	1/10,000 sq.ft. (2...)			0
SUBTOTAL		43	57	100

SHORT-TERM

SHORT-TERM	RATIO	WEST UNITS	EAST UNITS	TOT... UNITS BIKES
RESIDENTIAL	1/10 units (1-25)	25	3	3
	1/15 units (26-100)	23	2	49
	1/20 units (101-200)			4
	1/40 units (201+)			0
AREA				
RETAIL	1/2,000 sq.ft. (2 min.)	2112	2	2
RESTAURANT	1/2,000 sq.ft. (2 min.)			0
COMMERCIAL	1/10,000 sq.ft. (2...)			0
SUBTOTAL		7	7	14

VICINITY MAP



PARTICIPANTS

OWNER/CLIENT: VENICE COMMUNITY HOUSING
200 LINCOLN BLVD, VENICE, CA 90291
TEL: 454-268-5120
CONTACT: ALLISON RILEY

HOLLYWOOD COMMUNITY HOUSING
5020 SANTA MONICA BLVD, LOS ANGELES, CA 90029
TEL: 323-454-4211
CONTACT: VICTORIA SENNA

ARCHITECTS: BROOKS + SCARPA
3920 W. 138TH ST., HAWTHORNE, CA, 90250
TEL: 323-598-4700 EXT 703
CONTACT: CARLOS GARCIA

REVISION 1
CONSTRUCTION ISSUE
CONSTRUCTION DOCUMENTS
BID ISSUE
DESIGN DEVELOPMENT
PERMIT SET
SCHEMATIC DESIGN
PLAN CHECK SUBMITTAL
ENTITLEMENT SET

YYYY-MM-DD
YYYY-MM-DD
YYYY-MM-DD
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YYYY-MM-DD
YYYY-MM-DD

VENICE DELLL COMMUNITY
VENICE BLVD. / DELL AVE.
LOS ANGELES, CA 90291
PROJECT NUMBER: 24007.0

BROOKS + SCARPA

SHEET TITLE: COVER SHEET
SCALE: 1/8" = 1'-0"
DATE PRINTED: 10/22/2024 12:42:24 PM
ALL DRAWINGS AND WRITTEN MATERIAL APPEARING HEREIN CONSTITUTE ORIGINAL AND UNPUBLISHED WORK OF THE ARCHITECT AND MAY NOT BE REPRODUCED, USED OR DISCLOSED WITHOUT THE WRITTEN CONSENT OF THE ARCHITECT.

BROOKS + SCARPA ARCHITECTS, INC.
3920 W. 138TH STREET
HAWTHORNE, CA 90250
P: 323.598.4700

X0.00

SHEET INDEX

SHEET INDEX	
VV	SHEET TITLE
X0.00	COVER SHEET
X0.01	PROJECT INFORMATION
X0.02	3D VIEWS
X0.03	EXISTING SITE PHOTOS
X0.04	SURVEY
X0.05	SURVEY
X0.06	EXISTING SITE PLAN
X1.00	PLOT PLAN
X1.01	EASEMENT PLAN
X1.02	CIRCULATION DIAGRAM
X3.10	1ST FLOOR PLAN - WEST BUILDING
X3.11	2ND & 3RD FLOOR PLAN - WEST BUILDING
X3.12	ROOF PLAN - WEST BUILDING
X3.20	1ST FLOOR PLAN - EAST BUILDING
X3.21	2ND FLOOR PLAN - EAST BUILDING
X3.22	3RD FLOOR PLAN - EAST BUILDING
X3.23	ROOF PLAN - EAST BUILDING
X4.01	ELEVATIONS
X5.01	SITE SECTIONS
X9.10	LANDSCAPE PLAN - WEST BUILDING
X9.20	LANDSCAPE PLAN - EAST BUILDING

BUILDING & SAFETY

APPLICABLE CODES

SYMBOLS

	GRID		Room name	ROOM NAME
	ELEVATION MARKER		101	ROOM NUMBER
	ELEVATION BULLET SIGNAGE		150 SF	ROOM AREA
	SECTION MARKER		101	DOOR NUMBER
	WALL TYPE		101	WINDOW NUMBER
	INTERIOR ELEVATION MARKER		101	SMOKE DETECTOR**
	DETAIL MARKER		101	FIRE EXTINGUISHER CABINET
	NORTH ARROW (PLAN NORTH)		101	CEILING MOUNTED EXIT SIGNAGE
	REVISION DELTA		101	WALL MOUNTED EXIT SIGNAGE
	PROPERTY LINE		101	CEILING MOUNTED MOTION SENSOR
	KEYNOTE MARKER		101	WALL MOUNTED MOTION SENSOR
	FLOOR CLEARANCES SHOWN DOTTED		101	SECURITY CAMERA
			101	SECURITY GATED INTERCOM
			101	CENTERLINE
			101	ALARMED DOOR/ SECURITY GATE
			101	FLOOR DRAIN
			101	AREA DRAIN
			101	PLANTER DRAIN
			101	EXIT PATH OF TRAVEL
			101	ACCESSIBLE PATH OF TRAVEL
			101	HOSE BIBB
			101	CONTROL POINT

* PROVIDE PORTABLE FIRE EXTINGUISHERS PER 2022 CBC SECT. 906, RATED 2A, 10B-C AT A MIN. OF 75' APART. FIRE EXTINGUISHERS SHALL BE RECESSED UNLESS NOTED OTHERWISE
 ** COMBO SMOKE/CARBON MONOXIDE DETECTOR PER 2022 CBC 420.6.

PLAN LEGEND

(SEE PLANS & DETAILS FOR VARIOUS WALL TYPES)

	NEW CONCRETE WALL PER STRUCTURAL
	NEW MASONRY WALL, PAINT PER SPECS. SEE PLANS & DETAILS FOR VARIOUS WALL TYPES
	NEW STUD WALL, PAINT PER SPECS. SEE PLANS & DETAILS FOR VARIOUS WALL TYPES
	NEW 1-HR RATED STUD WALL AT CORRIDOR AND UNIT SEPARATION, PAINT PER SPECS. SEE PLANS & DETAILS FOR VARIOUS WALL TYPES
	NEW 1-HR RATED OCCUPANCY SEPARATION WALL, PAINT PER SPECS. SEE PLANS & DETAILS FOR VARIOUS WALL TYPES
	NEW 1-HR RATED STUD WALL AT SHAFT, PAINT PER SPECS. SEE PLANS & DETAILS FOR VARIOUS WALL TYPES
	(N) SCORED CONC. SLAB / PAVING
	(N) LANDSCAPE / PLANTING AREA

DEFERRED SUBMITTALS

VENICE DELL COMMUNITY

VENICE BLVD / DELL AVE.
 LOS ANGELES, CA 90291
 PROJECT NUMBER: 24007.0



SHEET TITLE: PROJECT INFORMATION

SCALE: As indicated
 DATE PRINTED: 10/22/2024 12:42:25 PM
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BROOKS + SCARPA ARCHITECTS, INC.
 3929 W. 139TH STREET
 HAWTHORNE, CA, 90280
 T. 310.396.4700

X0.01



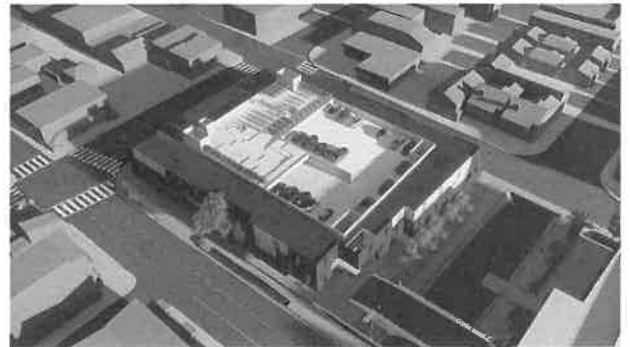
PERSPECTIVE LOOKING EAST ALONG SOUTH VENICE BLVD.



PERSPECTIVE LOOKING WEST ALONG SOUTH VENICE BLVD.



PERSPECTIVE LOOKING AT CANAL ST FROM NORTH VENICE BLVD.



AREAL VIEW - WEST BUILDING

VENICE DELL COMMUNITY

VENICE BLVD. / DELL AVE.
LOS ANGELES, CA 90291
PROJECT NUMBER: 24007.0



SHEET TITLE: 3D VIEWS

SCALE:
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3523 W. 130TH STREET
HAWTHORNE, CA 90250
t 323.296.4700

X0.02



VENICE CANAL EAST WALKWAY
LOOKING FROM N. VENICE BLVD S. VENICE BLVD



VENICE CANAL EAST WALKWAY
LOOKING FROM WEST WALKWAY TOWARD S. VENICE BLVD



VENICE CANAL EAST WALKWAY
LOOKING TOWARD N. VENICE BLVD



VENICE CANAL WALKWAY
LOOKING TOWARD S. VENICE BLVD



VENICE CANAL WEST WALKWAY
LOOKING FROM N VENICE BLVD, TOWARD S. VENICE BLVD



VENICE CANAL WALKWAY
LOOKING TOWARD S. VENICE BLVD



VENICE CANAL BOAT LAUNCH RAMP



VENICE CANAL GATE UNDER BRIDGE

VENICE DELL COMMUNITY

VENICE BLVD. / DELL AVE.
LOS ANGELES, CA 90291
PROJECT NUMBER: 24007.0



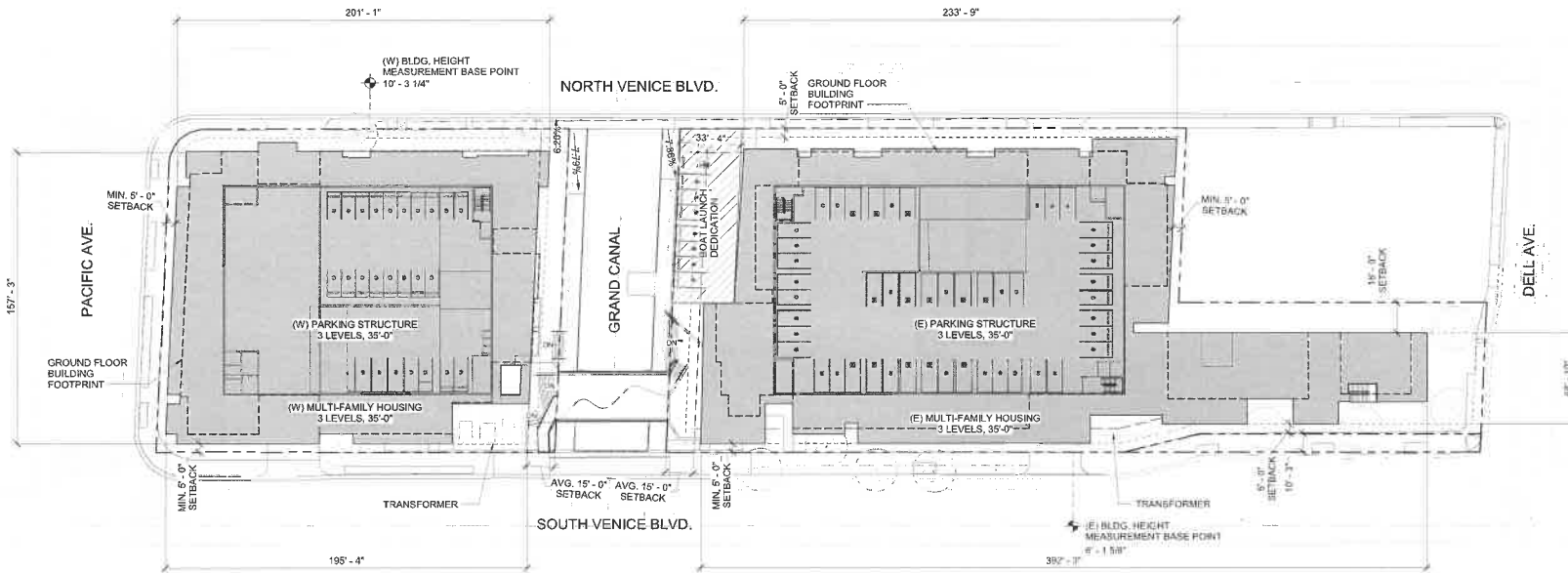
SHEET TITLE: EXISTING SITE PHOTOS

SCALE: DATE PRINTED: 10/22/2024 12:42:28 PM

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3929 W. 133TH STREET
HAWTHORNE, CA 90250
P. 323.996.4700

X0.03



PRESENTATION PLOT PLAN 1
SCALE: 1" = 30'-0"

VENICE DELL COMMUNITY

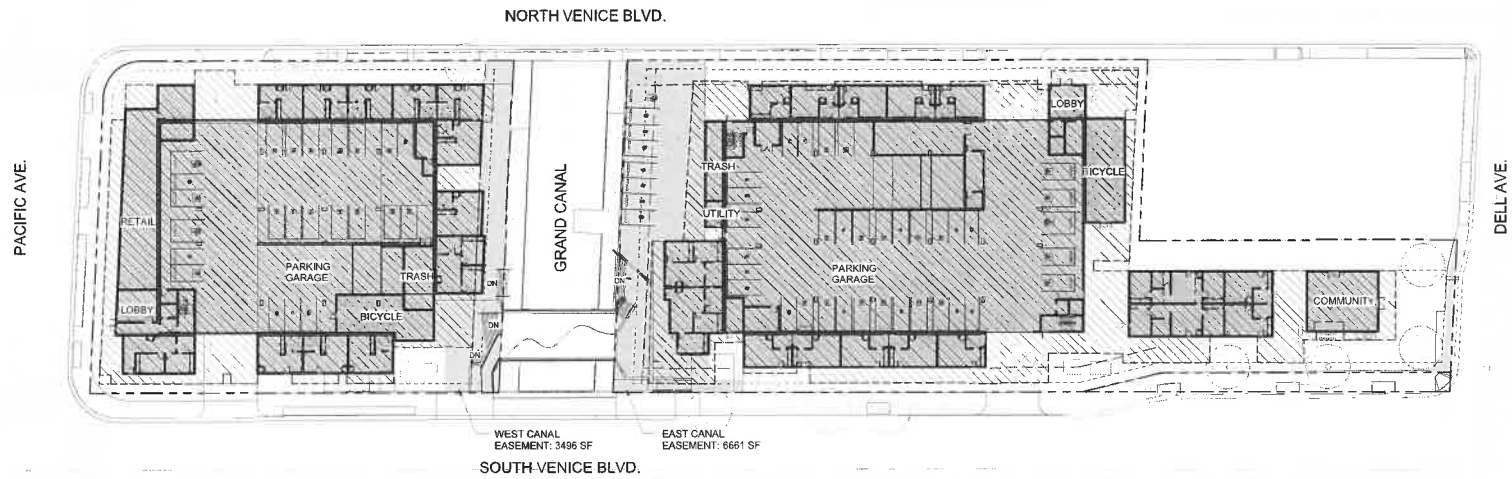
VENICE BLVD, / DELL AVE,
LOS ANGELES, CA 90291
PROJECT NUMBER: 24037.0



SHEET TITLE: PLOT PLAN
SCALE: 1" = 30'-0"
DATE PRINTED: 10/22/2024 12:42:46 PM
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3929 W. 135TH STREET
HAWTHORNE, CA 90250
P. 323.956.4700

X1.00



SIDEWALK ACCESS EASEMENT - DELL AVE.
 PEDESTRIAN ACCESS EASEMENT - VENICE GRAND CANAL

PRESENTATION EASEMENT PLAN 1
 REF: _____ SCALE: 1" = 30'-0"

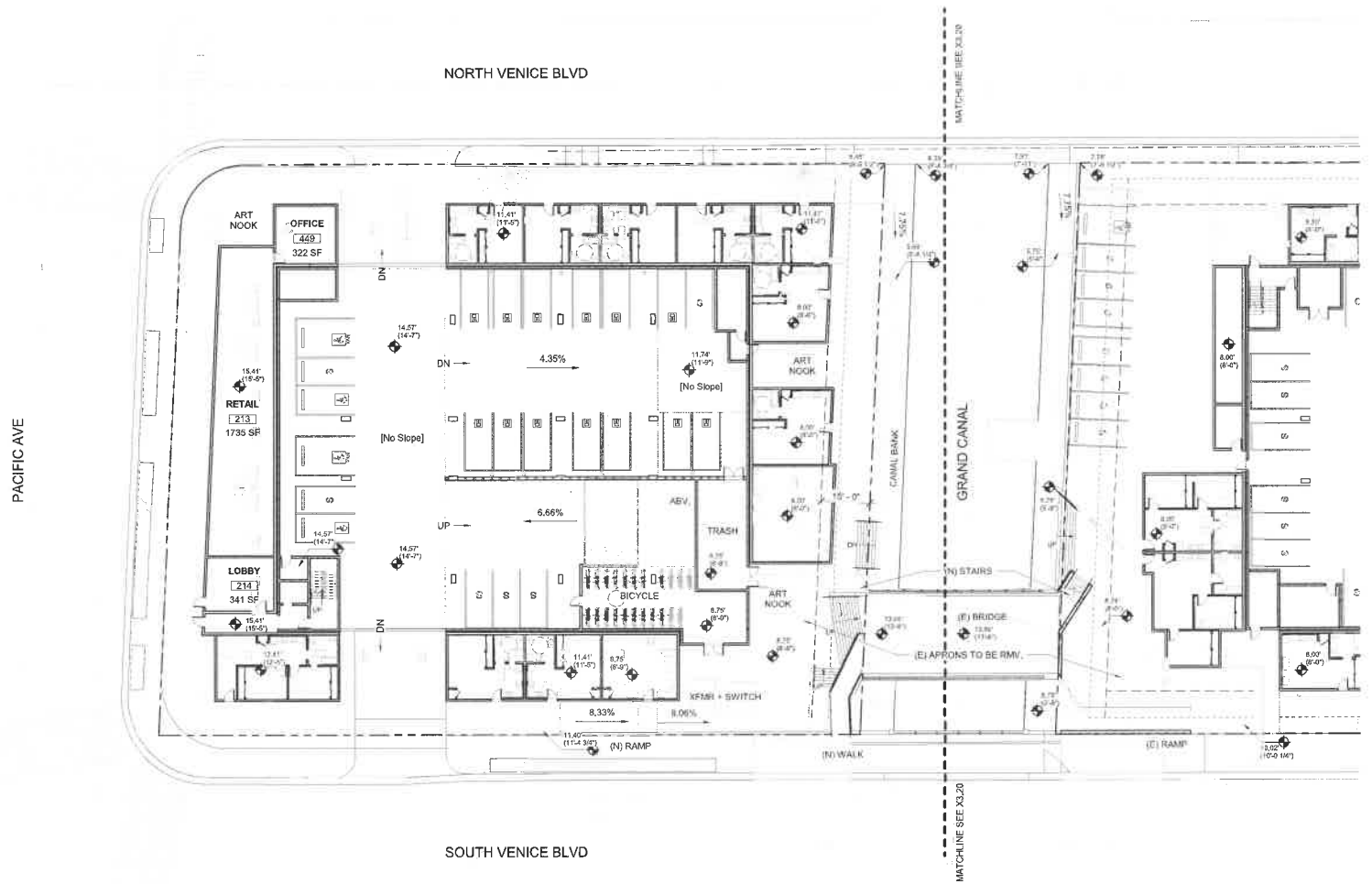
VENICE DELL COMMUNITY
 VENICE BLVD. / DELL AVE.
 LOS ANGELES, CA 90291
 PROJECT NUMBER: 24007.0



SHEET TITLE: EASEMENT PLAN
 SCALE: 1" = 30'-0"
 DATE PRINTED: 10/22/2024 12:43:06 PM
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BROOKS + SCARPA ARCHITECTS, INC.
 3328 W. 138TH STREET
 HAWTHORNE, CA 90296
 T. 323.298.4700

X1.01



PRESENTATION GROUND FLOOR W ¹

REF: SCALE: 1/16" = 1'-0"

VENICE DELL COMMUNITY

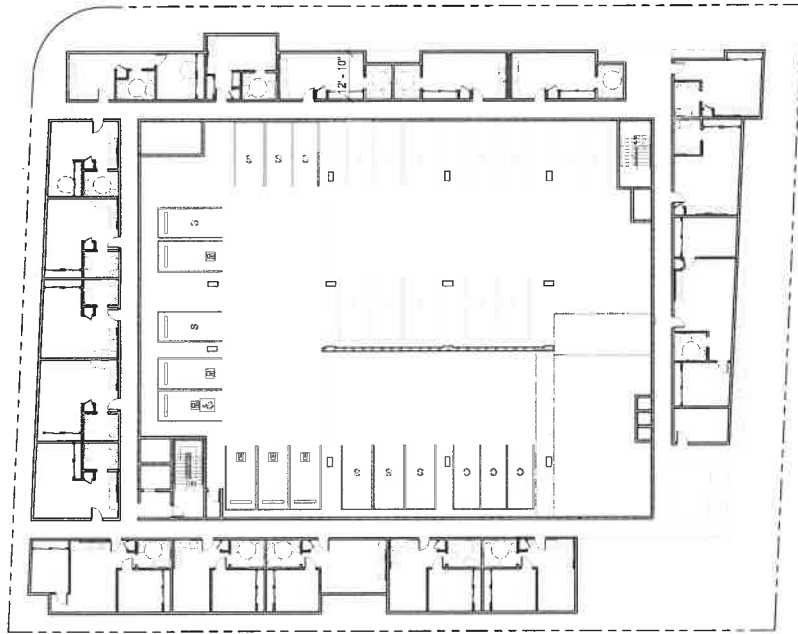
VENICE BLVD. / DELL AVE.
LOS ANGELES, CA 90291
PROJECT NUMBER: 24507.0



SHEET TITLE: 1ST FLOOR PLAN - WEST BUILDING
SCALE: 1/16" = 1'-0"
DATE PRINTED: 10/22/2024 12:43:11 PM
ALL DRAWINGS AND WRITTEN MATERIAL APPEARING HEREIN CONSTITUTE ORIGINAL AND UNPUBLISHED WORK OF THE ARCHITECT AND MAY NOT BE DUPLICATED, USED OR DISCLOSED WITHOUT THE WRITTEN CONSENT OF THE ARCHITECT.

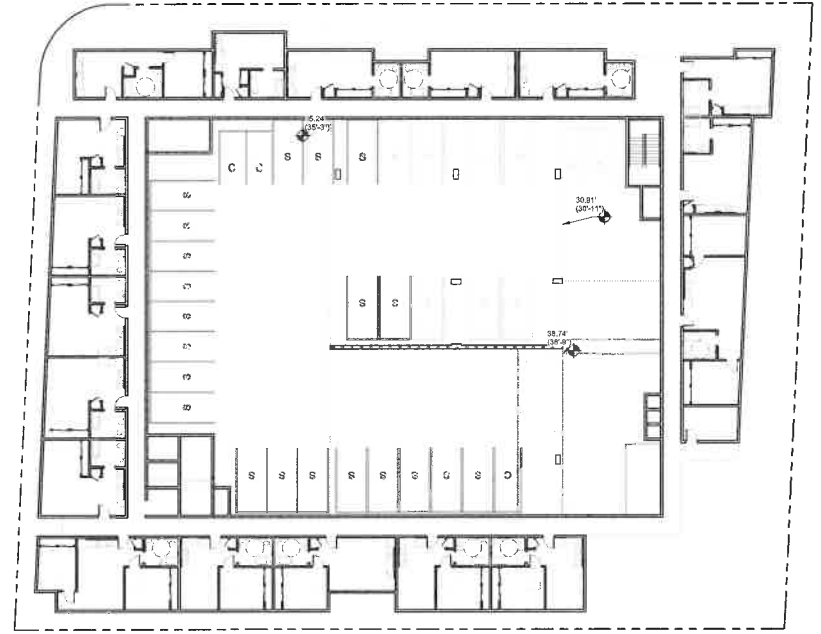
BROOKS + SCARPA ARCHITECTS, INC.
3929 W. 120TH STREET
HAWTHORNE, CA 90259
t. 323.596.4700

X3.10



PRESENTATION 2ND FLOOR W 2

REF: SCALE: 1/16" = 1'-0"



PRESENTATION 3RD FLOOR W 1

REF: SCALE: 1/16" = 1'-0"

VENICE DELL COMMUNITY

VENICE BLVD. / DELL AVE.
LOS ANGELES, CA 90291
PROJECT NUMBER: 24007.0



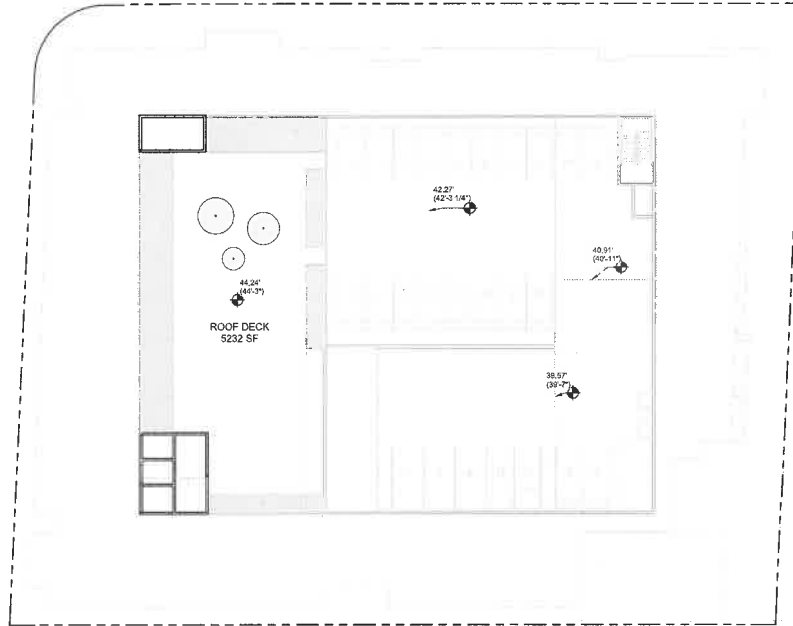
SHEET TITLE: 2ND & 3RD FLOOR PLAN - WEST BUILDING
SCALE: 1/16" = 1'-0"
DATE PRINTED: 10/22/2024 12:43:13 PM
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3009 W. 138TH STREET
MANTHORPE, CA 90260
t 323.296.4700

X3.11

NORTH VENICE BLVD

PACIFIC AVE

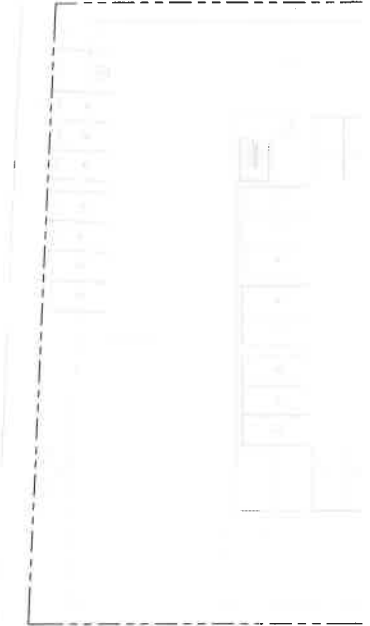


SOUTH VENICE BLVD

MATCHLINE SEE X3.12

GRAND CANAL

MATCHLINE SEE X3.12



PRESENTATION ROOF W ²

REF: SCALE: 1/16" = 1'-0"

VENICE DELL COMMUNITY

VENICE BLVD. / DELL AVE.
LOS ANGELES, CA 90231
PROJECT NUMBER: 24007.0



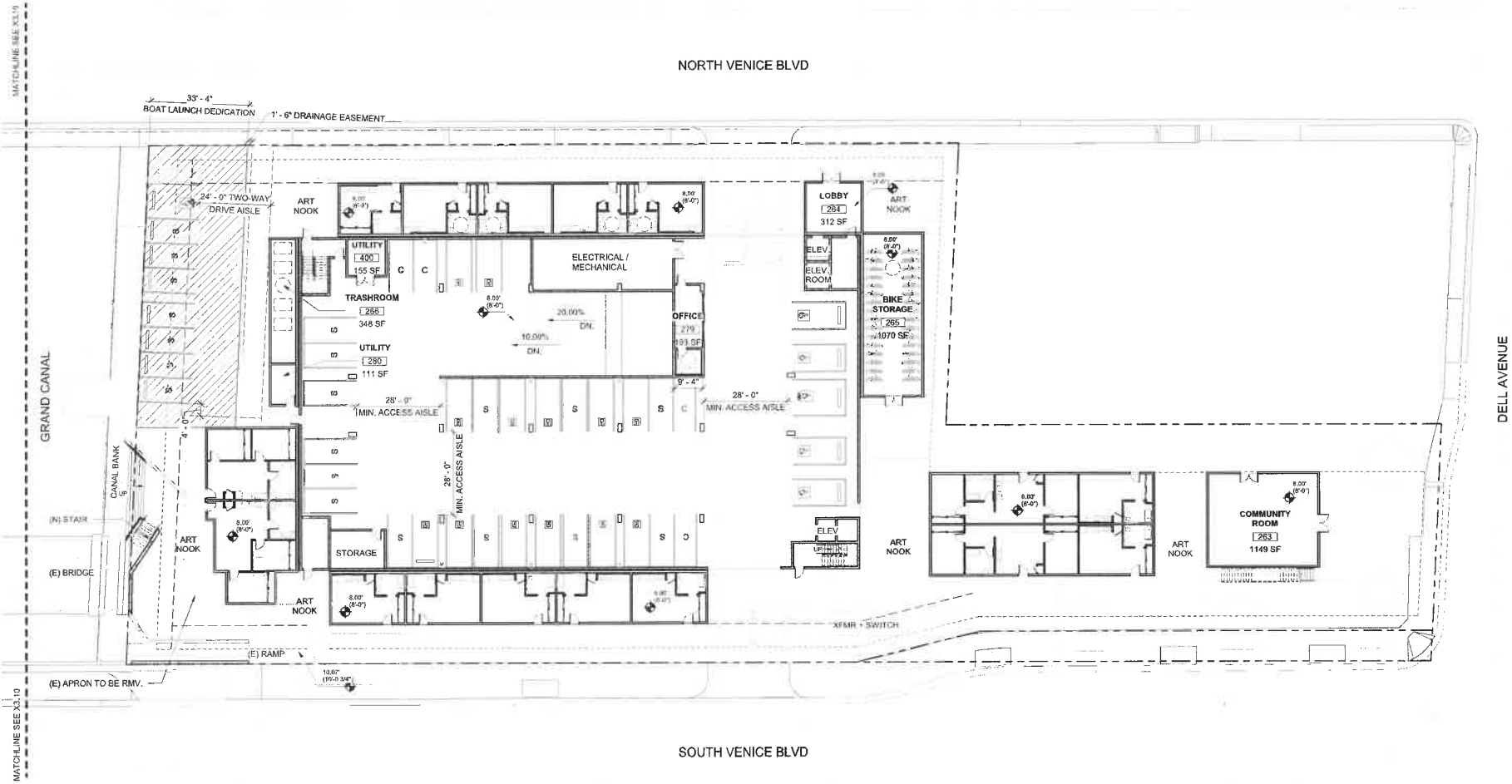
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SCALE: 1/16" = 1'-0"
DATE PRINTED: 10/22/2024 12:43:16 PM

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X3.12



NORTH VENICE BLVD

SOUTH VENICE BLVD

DELL AVENUE

PRESENTATION GROUND FLOOR E 1

REF: SCALE: 1/16" = 1'-0"

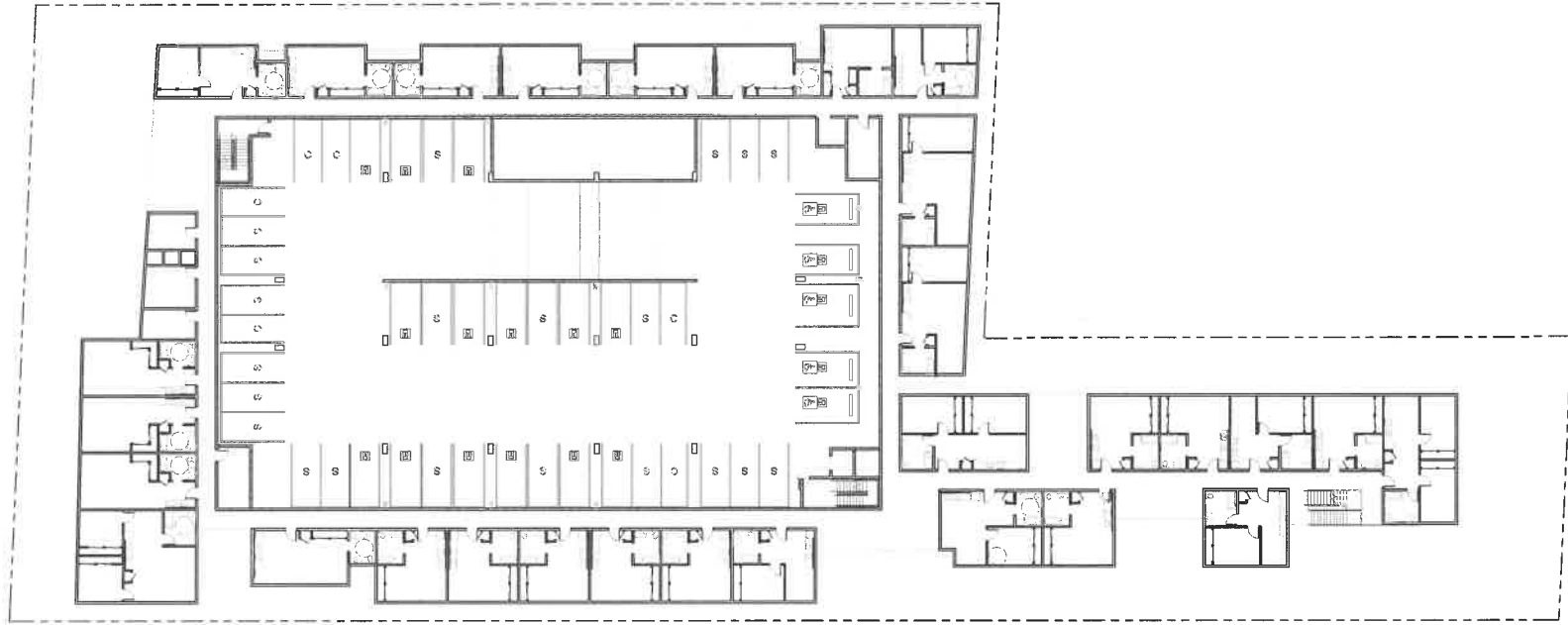
VENICE DELL COMMUNITY
 VENICE BLVD. / DELL AVE
 LOS ANGELES, CA 90291
 PROJECT NUMBER: 24007.0



SHEET TITLE: 1ST FLOOR PLAN - EAST BUILDING
 SCALE: 1/16" = 1'-0"
 DATE PRINTED: 10/22/2024 12:43:28 PM
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 3020 W. 135TH STREET
 HAWTHORNE, CA 90250
 T 323.596.4700

X3.20



PRESENTATION 2ND FLOOR E 1

REF: SCALE: 1/16" = 1'-0"

VENICE DELL COMMUNITY

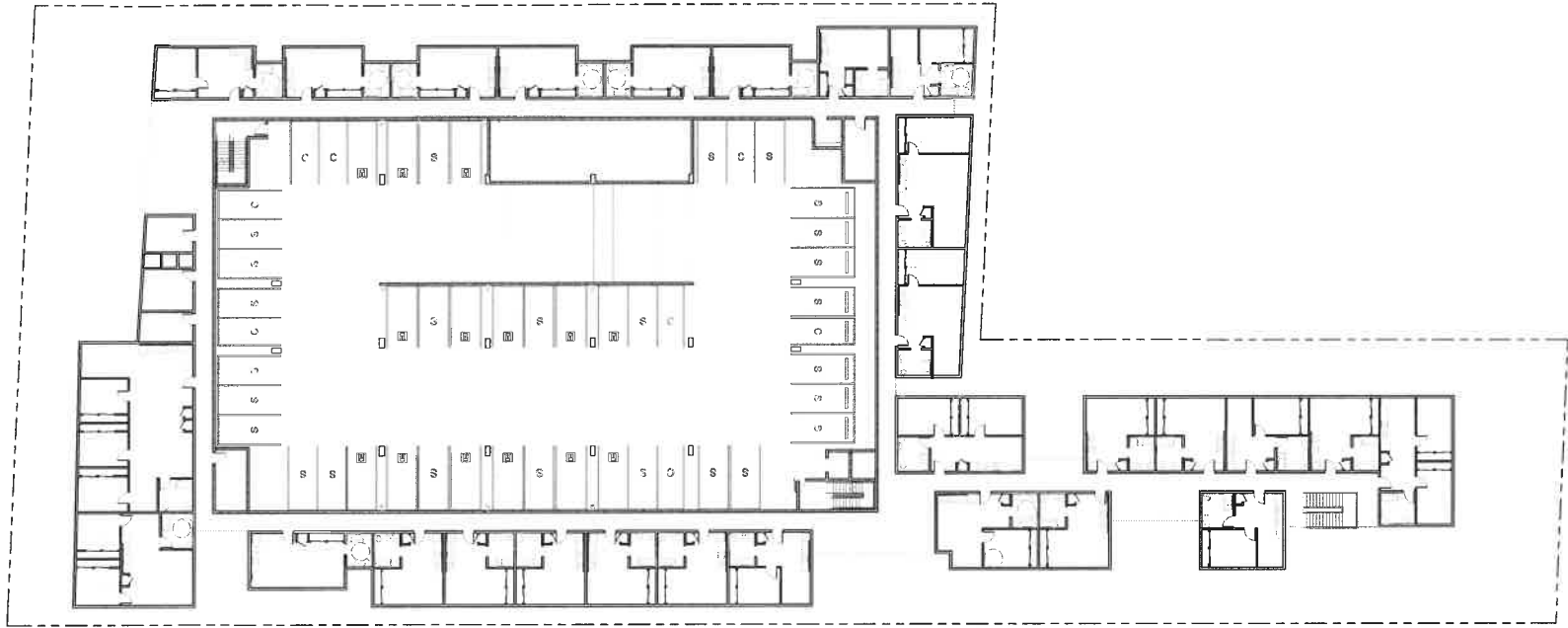
VENICE BLVD, / DELL AVE.
LOS ANGELES, CA 90291
PROJECT NUMBER: 24507.0



SHEET TITLE: 2ND FLOOR PLAN - EAST BUILDING
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3929 W. 138TH STREET
HAWTHORNE, CA 90250
P. 310.305.6700

X3.21



PRESENTATION 3RD FLOOR E (2)

REF: SCALE: 1/8" = 1'-0"

VENICE DELL COMMUNITY

VENICE BLVD, / DELL AVE.
LOS ANGELES, CA 90291
PROJECT NUMBER: 24007.0



SHEET TITLE: 3RD FLOOR PLAN - EAST

BUILDING: 1/16" = 1'-0"

SCALE: 1/8" = 1'-0"

DATE PRINTED: 10/22/2024 12:43:34 PM

ALL DRAWINGS AND WRITTEN MATERIAL APPEARING

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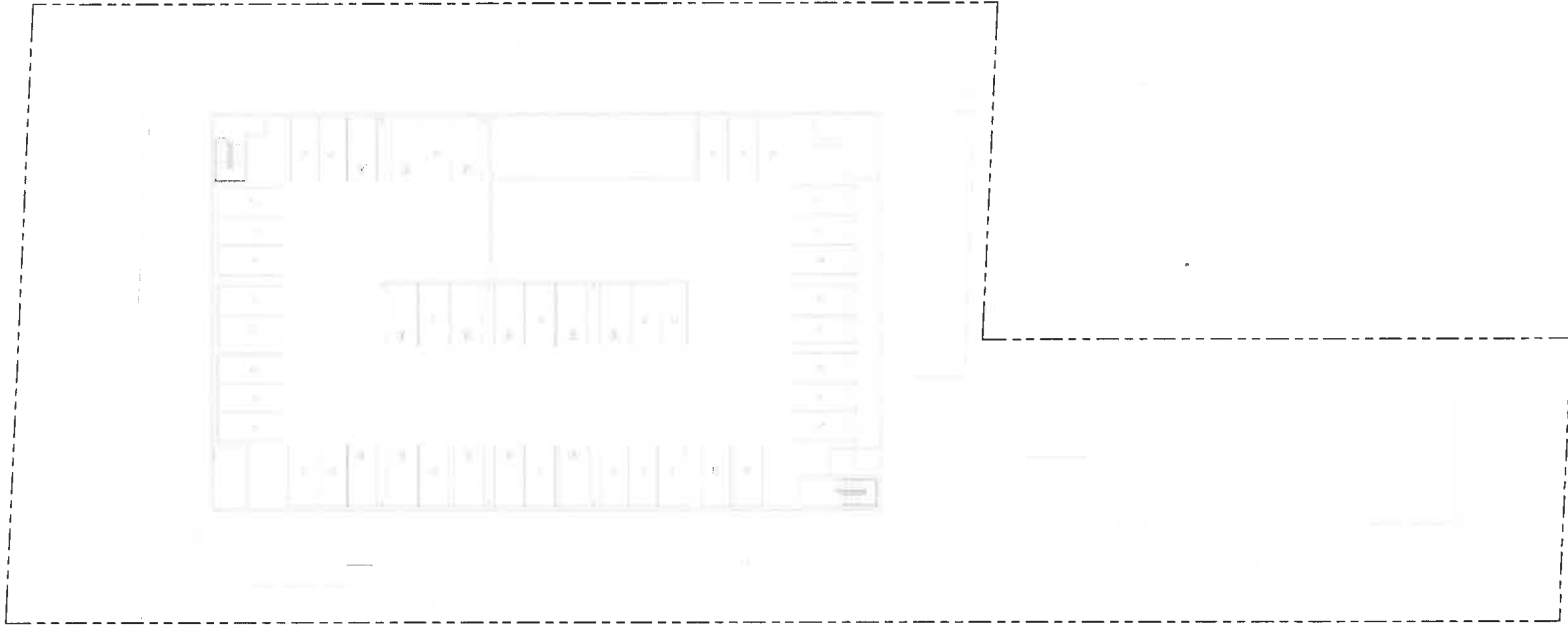
OF THE ARCHITECT AND MAY NOT BE DUPLICATED, USED

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3029 W. 130TH STREET
HAWTHORNE, CA 90250
t 323.596.4700

X3.22



PRESENTATION ROOF E 2

REF: SCALE: 1/16" = 1'-0"

VENICE DELL COMMUNITY

VENICE BLVD. / DELL AVE.
LOS ANGELES, CA 90291
PROJECT NUMBER: 24007.0



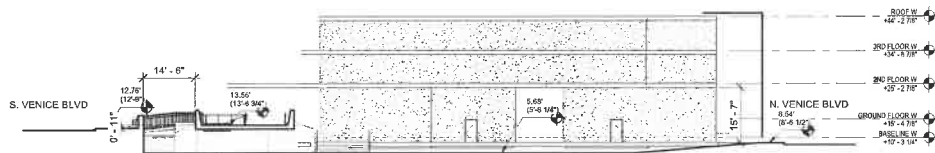
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DATE PRINTED: 10/22/2024 12:43:34 PM

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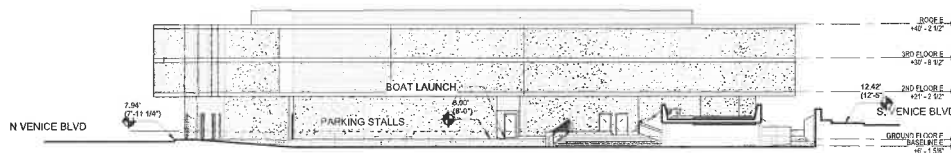
BROOKS + SCARPA ARCHITECTS, INC.
3829 W. 133RD STREET
HAWTHORNE, CA 90250
P. 323.598.4700

X3.23



WEST BUILDING - EAST ELEVATION

REF. SCALE: 1/16" = 1'-0"



EAST BUILDING - WEST ELEVATION

REF. SCALE: 1/16" = 1'-0"

VENICE DELL COMMUNITY

VENICE BLVD. / DELL AVE.
LOS ANGELES, CA 90091
PROJECT NUMBER: 24007.0



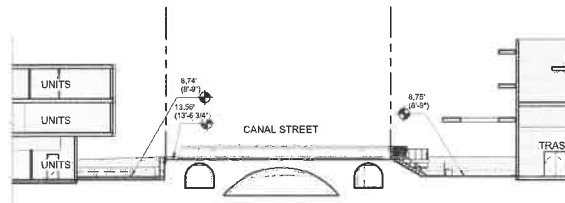
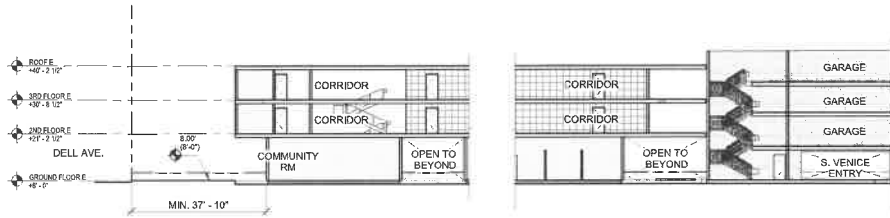
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SCALE: 1/16" = 1'-0"
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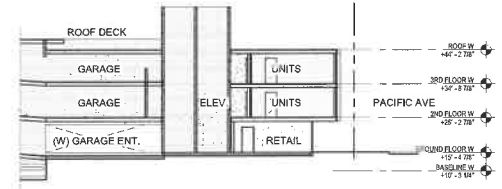
BROOKS + SCARPA ARCHITECTS, INC.
2929 W. 139TH STREET
HAWTHORNE, CA 90250
T 323.591.4700

X4.01

EAST BUILDING



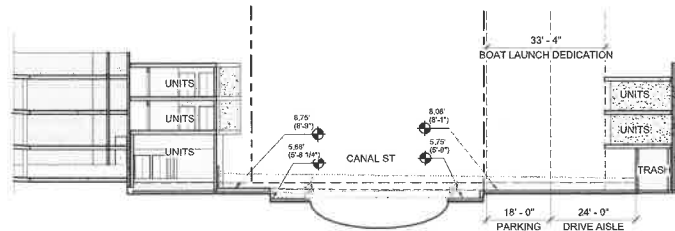
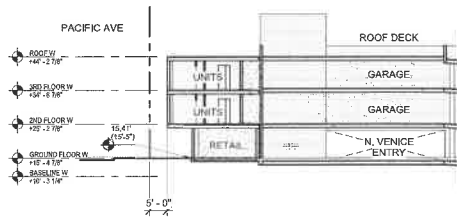
WEST BUILDING



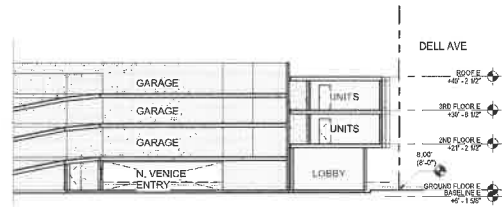
LONGITUDINAL SITE SECTION, FACING SOUTH

REF: SCALE: 1/16" = 1'-0"

WEST BUILDING



EAST BUILDING



LONGITUDINAL SITE SECTION, FACING NORTH

REF: SCALE: 1/16" = 1'-0"

VENICE DELLS COMMUNITY

VENICE BLVD. / DELL AVE.
LOS ANGELES, CA 90021
PROJECT NUMBER: 24007.0



SHEET TITLE: SITE SECTIONS
SCALE: 1/16" = 1'-0"
DATE PRINTED: 10/22/2024 12:43:52 PM
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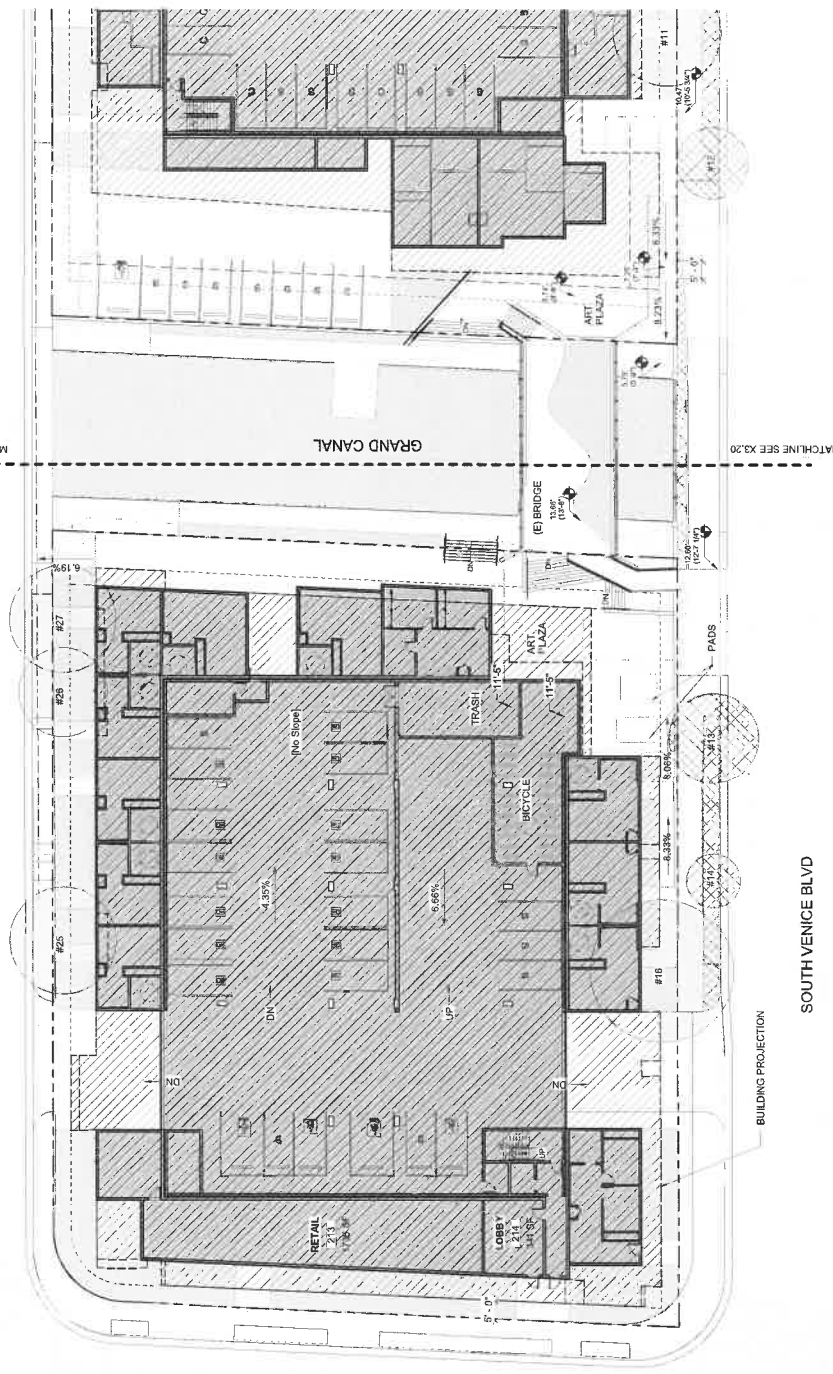
BROOKS + SCARPA ARCHITECTS, INC.
3829 W. 135TH STREET
FARMINGTON, CA 92620
P. 323.555.2700

X5.01

NORTH VENICE BLVD

PACIFIC AVE

SOUTH VENICE BLVD



1
PRESENTATION LANDSCAPE W

SCALE: 1/8" = 1'-0"
VENICE DELL COMMUNITY
VENICE BLVD / DELL AVE
LOS ANGELES, CA 90021
PROJECT NUMBER: 24007.0



**BROOKS
SCARPA**

SHEET TITLE: LANDSCAPE PLAN - WEST
DATE PRINTED: 10/22/2024 12:44:02 PM
SCALE: 1/8" = 1'-0"
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X9.10

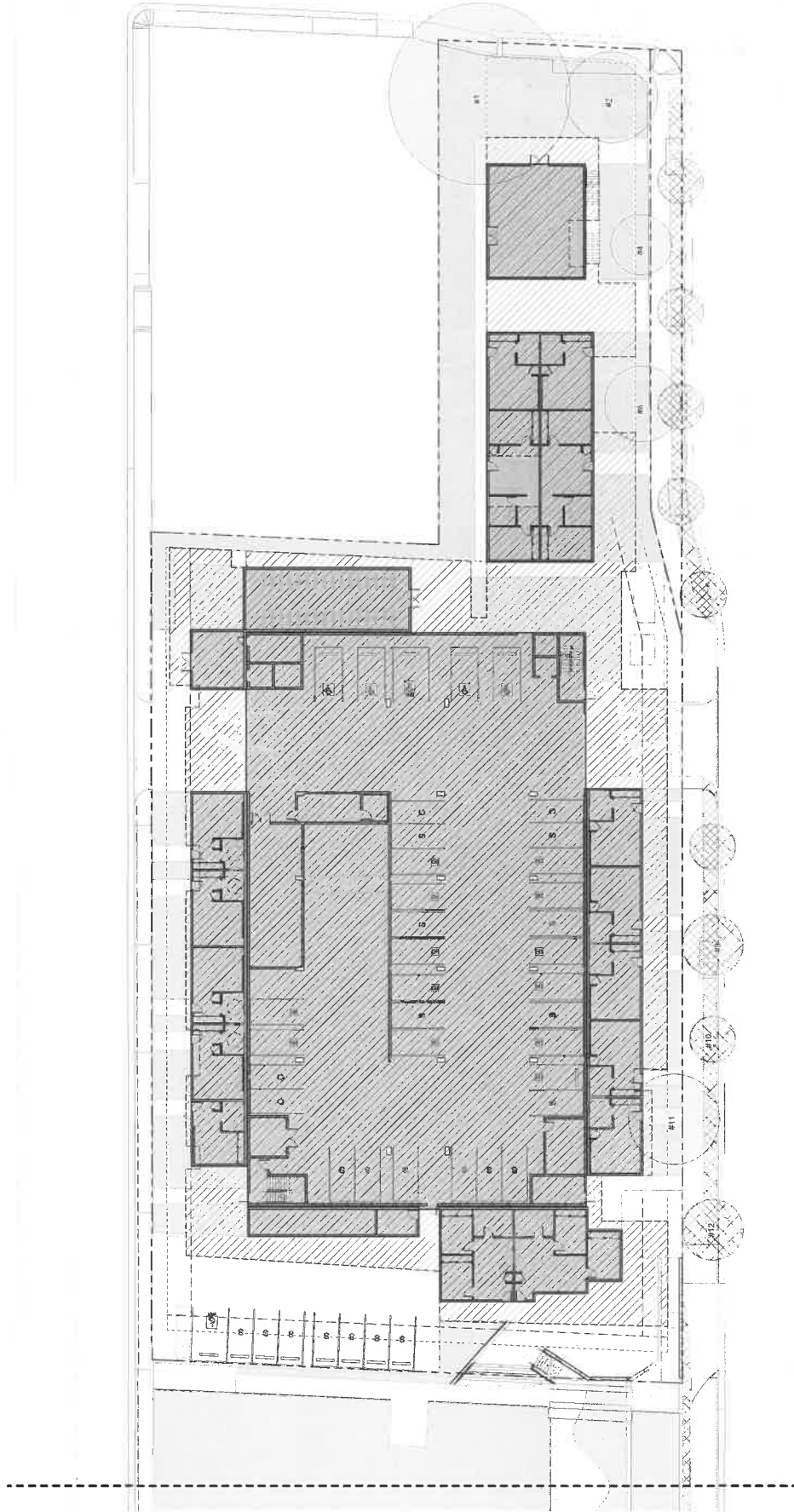
LANDSCAPE AREA
POTENTIAL LANDSCAPE AREA
(E) STREET LANDSCAPE AREA



NOTE: TREE # PER
10/21/18 TREE REPORT PREPARED FOR HIC*

PERMEABLE AREA
SITE AREA: 98,740 SF
MAX. LANDSCAPE AREA: 16,645 SF
TARGET PERMEABLE AREA: 12,633 SF

BROOKS SCARPA ARCHITECTS, INC.
30204 13TH STREET
IRVINGHURST, CA 92659
T: 949.388.9786



PRESENTATION LANDSCAPE E 1
SCALE: 1/8" = 1'-0"

VENICE DELL COMMUNITY
VENICE BLVD./DELL AVE.
LOS ANGELES, CA 90091
PROJECT NUMBER: 24057.9



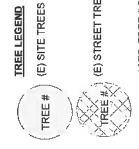
SHEET TITLE: LANDSCAPE PLAN - EAST
DATE PRINTED: 10/22/2024 12:41:16 PM
SCALE: 1/8" = 1'-0"

BROOKS + SCARPA ARCHITECTS, INC.
3000 W. 130TH STREET
LAWRYVILLE, CA 94026
P. 925.947.9100

LANDSCAPE PLAN - EAST
DATE PRINTED: 10/22/2024 12:41:16 PM
SCALE: 1/8" = 1'-0"

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LANDSCAPE AREA
POTENTIAL LANDSCAPE AREA
(E) STREET LANDSCAPE AREA

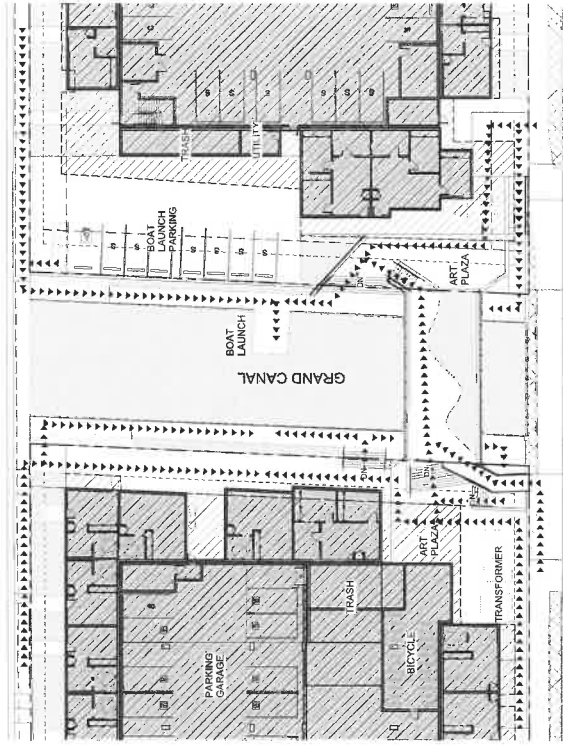


TREE LEGEND
(E) SITE TREES TO REMAIN
(E) STREET TREES TO REMAIN

NOTE: TREE # PER
"02/15/18 TREE REPORT PREPARED FOR HCHC"
PERMEABLE AREA: 96,740 SF
MAX. LANDSCAPE AREA: 16,845 SF
TARGET PERMEABLE AREA: 12,633 SF

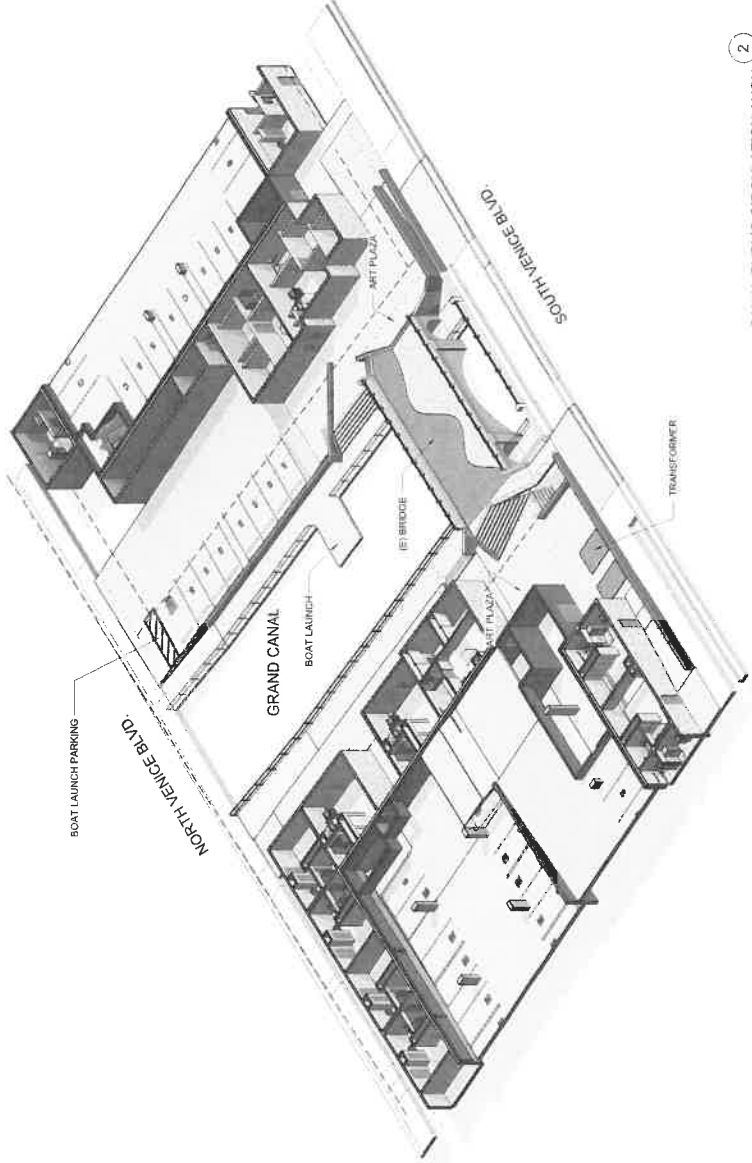
X9.20

NORTH VENICE BLVD.



SOUTH VENICE BLVD.

1
CANAL PUBLIC CIRCULATION SITE PLAN
SCALE: 1"=20'-0"



2
CANAL PUBLIC CIRCULATION AXON
SCALE: 1"=20'-0"

VENICE BELL COMMUNITY
VENICE BELL / BELL BAY
LOW RISES, CA 00991
PROJECT NUMBER: 24007.0



SHEET TITLE: CIRCULATION DIAGRAM
SCALE: 1"=20'-0"
DATE PRINTED: 10/22/2024 10:44 PM
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BROOKS + SCARPA ARCHITECTS, INC.
3925 W. 135TH STREET
LOS ANGELES, CA 90044
TEL: 310.208.4100

X1.02

Exhibit 3

Legal Aid Foundation of Los Angeles

South Los Angeles Office
7000 S. Broadway
Los Angeles, CA 90003

1-800-399-4529

www.lafla.org



February 7, 2025

VIA EMAIL

Board of Transportation Commissioners
City of Los Angeles
Los Angeles City Hall
200 N. Spring St.
Los Angeles, CA 90012

Re: Venice Dell Community Project – Demand to Cure Brown Act Violation

Dear President Liban and Honorable Commissioners:

On behalf of People Organized for Westside Renewal (“POWER”), we demand that the Board of Transportation Commissioners (the “Board”) cure the violation of the Ralph M. Brown Act (Government Code section 54950 *et seq.*) (the “Brown Act”) that the Board committed at the improperly noticed special meeting held on December 10, 2024 (the “Special Meeting”), with respect to the Venice Dell Community Project (the “Project”).

On December 10, 2024, the Board held a Special Meeting in violation of the Brown Act. The Board’s Notice of the Special December 10, 2024, did not comply with the Brown Act.

The California Government Code requires that a special meeting notice state, “the business to be transacted or discussed” and that “[n]o other business shall be considered at these meetings by the legislative body.” (Cal. Gov. Code, § 54956(a)). The Board’s notice (attached as Exhibit 1) merely stated as an action item: “Proposed Redevelopment of Municipal Parking Lot No. 731 in Venice for Affordable Housing.” There is no statement or explanation of the action to be taken by the Board. It is our understanding that at the December 10, 2024, Special Meeting, the Department of Transportation determined that Lot 731 would not be used for the Project and recommend that the Los Angeles Housing Department assess the feasibility of moving the Project to Lot No. 701. The Special Meeting notice gave no indication that the Board would be considering these issues.

Because the Notice did not detail the “business to be transacted,” the Board had no authority under the Brown Act to take any action on the Project. (See *Moreno v. City of King* (2005) 127 Cal.App.4th 17 [holding that a special meeting agenda that merely stated “Public Employee (employment contract)” without indicating that the employee’s dismissal would be considered was insufficient notice of the item of business to be transacted or discussed].) Despite

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Ron Olson Justice Center, 1550 W. 8th Street., Los Angeles, CA 90017



this, we understand that the Board did in fact vote at the Special Meeting. The Board's vote violated the Brown Act's notice requirements under Government Code section 54956 and the violation deprived POWER of a fair opportunity to participate in the Board's decision.

Government Code section 54960.1 requires the Board either to cure or correct its actions, or to inform us of its intent not to do so within 30 days from the receipt of this demand. If the Board fails to cure or correct its violations as demanded and required by law, we intend to seek judicial invalidation of the action taken by the Board at the December 10, 2024, special meeting pursuant to Cal Gov. Code § 54960.1.

Thank you for your attention to this important matter.

Sincerely,

Kevin F. Mitchell

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Enclosure.