

CALIFORNIA COASTAL COMMISSION

South Coast Area Office
200 Oceangate, Suite 1000
Long Beach, CA 90802-4302
(562) 590-5071

Permit Application No. **5-14-1062**

August 21, 2014

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ADMINISTRATIVE PERMIT

Applicant: **Sofie Howard**

Project Description: Construction of a two-story, approximately 25-ft. high accessory building with a 463 sq. ft. detached four car garage (utilizing two car lifts); 409 sq. ft. second floor recreation room; and 411 sq. ft. roof deck.

Location: 18 25th Avenue, Venice, City of Los Angeles, Los Angeles County

Executive Director's Determination: The findings for this determination, and for any special conditions, appear on subsequent pages.

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

This permit will be reported to the Commission at the following time and place:

September 11, 2014
Smith River Rancheria
350 North Indian Road
Smith River, CA 92660

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

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

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

CHARLES LESTER
Executive Director

By: Matt Stone
Title: Coastal Program Analyst

SPECIAL CONDITIONS: See Page Five.

EXECUTIVE DIRECTOR'S DETERMINATION (continued):

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

FINDINGS FOR EXECUTIVE DIRECTOR'S DETERMINATION:

A. PROJECT DESCRIPTION

The subject site is located at 18 25th Avenue in Venice, City of Los Angeles. The subject parcel fronts 25th Avenue with a width of 30 feet and a depth of 88 feet. The total lot area is approximately 2,643 square feet. The subject site is located within a developed residential neighborhood approximately 200 feet inland of the beach.

The applicant proposes construction of a two-story, approximately 25-ft. high accessory building, with a 463 sq. ft. detached four car garage (utilizing two car lifts); 409 sq. ft. second floor recreation room; and 411 sq. ft. roof deck (278 sq. ft. of which is usable space). The proposed project will not result in the addition of a second unit; remove or replace any existing exterior walls; nor consist of a change of use of the property.

On May 29, 2014, the proposed project was approved by the City of Los Angeles Department of City Planning with conditions (Case No. DIR-2013-3926-SPP). The City of Los Angeles found that the proposed development is compatible in scale and character of the North Venice Subarea of the Venice Coastal Zone Specific Plan, and complies with the applicable: 1) General Land Use and Development Regulations, 2) Land Use and Development Regulations for the North Venice Subarea; 3) regulations for Walk Streets; and 4) Parking provisions of the Venice Specific Plan.

Pursuant to the certified Venice Land Use Plan (LUP), single-family dwellings less than 40 feet in width, or less than 35 feet in width if adjacent to an alley are required to provide 2 off-street parking spaces. The property at issue in this application currently maintains three compact off-street parking spaces. The proposed development will result in a loss of the three existing parking spaces, however, once the project has been completed, the property will provide four standard onsite parking spaces with two of the four new parking spaces resulting from the use of a car lift in the new garage.

The Commission has expressed some concern with the use of car lifts in garages, because should the car lifts malfunction or otherwise become inoperable, the property's parking demands will be shifted from onsite to offsite (street parking). Any shift in parking demand from existing onsite parking to offsite parking could exacerbate the already high level of demand for street parking in Venice, thereby adversely impacting public access. Accordingly, Special Condition 2 requires that the car

lifts be properly maintained and in working order in order to address concerns that the parking requirement for this property remains satisfied.

In addition, although the Commission has previously approved the limited use of car lifts in specific situations, such car lifts typically count as one parking space towards satisfying the parking requirement even though the car lifts provide parking space for two vehicles. Again, while the subject property currently has three existing onsite parking spaces, pursuant to the Venice Land Use Plan, the subject property is only required to provide two onsite parking spaces. The proposal to include two car lifts, although only counting as two parking spaces, still satisfies the requirement in the Venice Land Use Plan for parcels of this size. Therefore, given the unique facts presented in this case, adequate on-site parking is provided for the single-family residence on the project site.

Furthermore, the continued change in the residential character of Venice is a cause of concern among some residents as expressed during the March 2014 Coastal Commission hearing, when many public comments were received regarding the issuance of De Minimis Waivers by the Coastal Commission for demolition and construction of single-family homes. Similar concerns were also raised by the public during the June 2014 Coastal Commission meeting, when a number of proposed developments in Venice – including some that were objected to by the public during the March 2014 Commission meeting – were scheduled for a public hearing (all proposed developments in Venice were ultimately approved by the Commission at the June 2014 meeting). Demolition of existing residential buildings in Venice is not a recent phenomenon, but an increasing number of new applications for Coastal Development Permits has created concern over: 1) the lack of policies to ensure the preservation of the community character; 2) the preservation of historic homes; 3) the preservation of low-cost housing; and 4) the lack of opportunities for public participation during the local review process.

The proposed development does not raise such community character concerns. No existing structures will be demolished, and all construction is limited to the rear of the property behind the existing single-family residence. According to the City of Los Angeles, there are no affordable units on the project site and no affordable units will be demolished, therefore, the proposed development is exempt from the Mello Act requirements. And, the proposed development went through the Venice Coastal Zone Specific Plan Project Permit Compliance Review process prior to the submittal of an application for a Coastal Development Permit from the Coastal Commission.

The proposed project is consistent with community character, and will have no negative effects on visual resources or coastal access. The project is consistent with Chapter 3 policies of the Coastal Act and previous Commission approvals, and will not prejudice the City's ability to prepare an LCP.

B. COMMUNITY CHARACTER

The development is located within an existing developed area and will be compatible with the character and scale of the surrounding area, has been designed to assure structural integrity, and will avoid cumulative adverse impacts on public access. Therefore, the Executive Director determines that the development, as conditioned, conforms with Sections 30250, 30251, 30252, 30253 and the public access provisions of the Coastal Act.

C. PUBLIC ACCESS/PARKING

The proposed development will not affect the public's ability to gain access to, and/or to make use of, the coast and nearby recreational facilities. Therefore, as proposed the development conforms with Sections 30210 through 30214, Sections 30220 through 30224, and 30252 of the Coastal Act.

D. WATER QUALITY

The proposed development has a potential for a discharge of polluted runoff from the project site into coastal waters. The development, as proposed and as conditioned, incorporates design features to minimize the effect of construction and post-construction activities on the marine environment. These design features include, but are not limited to, the appropriate management of equipment and construction materials, reducing runoff through the use of permeable surfaces, the use of non-invasive drought tolerant vegetation to reduce and treat the runoff discharged from the site, and for the use of post-construction best management practices to minimize the project's adverse impact on coastal waters. Therefore, the Commission finds that the proposed development, as conditioned, conforms with Sections 30230 and 30231 of the Coastal Act regarding the protection of water quality to promote the biological productivity of coastal waters and to protect human health.

E. DEVELOPMENT

The proposed development is located within an existing developed area and is compatible with the character and scale of the surrounding area. The proposed development contains adequate parking based on the Commission's typically applied parking standards, however, car lifts will be used to increase the number of onsite parking spots. Reliance on car lifts to satisfy parking requirements raises some concerns with public access should the car lifts become inoperable. Accordingly, Special Condition 2 requires that the property owner properly maintain the car lifts in order to keep them in working order. Even without the car lifts, however, the subject property will have adequate parking. Therefore, as conditioned the development conforms with Sections 30250, 30251, 30252, and the public access policies of the Coastal Act.

F. LOCAL COASTAL PROGRAM

A Coastal Development Permit is required from the Commission for the proposed development because it is located within the Commission's area of original jurisdiction. The Commission's standard of review for the proposed development is the Chapter 3 policies of the Coastal Act. The Venice certified LUP is advisory in nature and may provide guidance. The Commission certified the Venice LUP on June 14, 2001. As conditioned, the proposed development is consistent with Chapter 3 of the Coastal Act and with the certified LCP for the area.

G. CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA)

There are no feasible alternatives or feasible mitigation measures available that would substantially lessen any significant adverse effect that the activity may have on the environment. Therefore, the Commission finds that the proposed project, as submitted, is the least environmentally damaging feasible alternative and can be found consistent with the requirements of the Coastal Act to conform to CEQA.

SPECIAL CONDITIONS:

1. **Permit Compliance.** The permitted use of the approved development is for residential related uses only. All development must occur in strict compliance with the proposal as set forth in the application for permit, subject to any special conditions. Any deviation from the approved plans must be submitted for review by the Executive Director to determine whether an amendment to this coastal development permit is required.
2. **Maintenance of autolift.** The applicant/property owner shall maintain and operate the two proposed mechanical car lifts, for a total of 4 parking spaces, for residential use in proper working order at all times for the life of the project.
3. **Construction Responsibilities and Debris Removal.** By acceptance of this permit, the applicants agree that the approved development shall be carried out in compliance with the following BMPs:
 - (a) No demolition or construction materials, debris, or waste shall be placed or stored where it may enter sensitive habitat, receiving waters or a storm drain, or be subject to wave, wind, rain, or tidal erosion and dispersion.
 - (b) No demolition or construction equipment, materials, or activity shall be placed in or occur in any location that would result in impacts to environmentally sensitive habitat areas, streams, wetlands or their buffers.
 - (c) Any and all debris resulting from demolition or construction activities shall be removed from the project site within 24 hours of completion of the project.
 - (d) Demolition or construction debris and sediment shall be removed from work areas each day that demolition or construction occurs to prevent the accumulation of sediment and other debris that may be discharged into coastal waters.
 - (e) All trash and debris shall be disposed in the proper trash and recycling receptacles at the end of every construction day.
 - (f) The applicant shall provide adequate disposal facilities for solid waste, including excess concrete, produced during demolition or construction.
 - (g) Debris shall be disposed of at a legal disposal site or recycled at a recycling facility. If the disposal site is located in the coastal zone, a coastal development permit or an amendment to this permit shall be required before disposal can take place unless the Executive Director determines that no amendment or new permit is legally required.
 - (h) All stock piles and construction materials shall be covered, enclosed on all sides, shall be located as far away as possible from drain inlets and any waterway, and shall not be stored in contact with the soil.
 - (i) Machinery and equipment shall be maintained and washed in confined areas specifically designed to control runoff. Thinners or solvents shall not be discharged into sanitary or storm sewer systems.
 - (j) The discharge of any hazardous materials into any receiving waters shall be prohibited.

- (k) Spill prevention and control measures shall be implemented to ensure the proper handling and storage of petroleum products and other construction materials. Measures shall include a designated fueling and vehicle maintenance area with appropriate berms and protection to prevent any spillage of gasoline or related petroleum products or contact with runoff. The area shall be located as far away from the receiving waters and storm drain inlets as possible.
- (l) Best Management Practices (BMPs) and Good Housekeeping Practices (GHPs) designed to prevent spillage and/or runoff of demolition or construction-related materials, and to contain sediment or contaminants associated with demolition or construction activity, shall be implemented prior to the on-set of such activity.
- (m) All BMPs shall be maintained in a functional condition throughout the duration of construction activity.

STANDARD CONDITIONS:

1. **Notice of Receipt and Acknowledgment.** The permit is not valid and development shall not commence until a copy of the permit, signed by the permittee or authorized agent, acknowledging receipt of the permit and acceptance of the terms and conditions, is returned to the Commission office.
2. **Expiration.** If development has not commenced, the permit will expire two years from the date this permit is reported to the Commission. Development shall be pursued in a diligent manner and completed in a reasonable period of time. Application for extension of the permit must be made prior to the expiration date.
3. **Interpretation.** Any questions of intent or interpretation of any term or condition will be resolved by the Executive Director or the Commission.
4. **Assignment.** The permit may be assigned to any qualified person, provided assignee files with the Commission an affidavit accepting all terms and conditions of the permit.
5. **Terms and Conditions Run with the Land.** These terms and conditions shall be perpetual, and it is the intention of the Commission and the permittee to bind all future owners and possessors of the subject property to the terms and conditions.

ACKNOWLEDGMENT OF PERMIT RECEIPT/ACCEPTANCE OF CONTENTS:

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

Applicant's Signature

Date of Signing

EXHIBIT# 1

Vicinity Map
1 of 1

Application Number:
5-14-1062

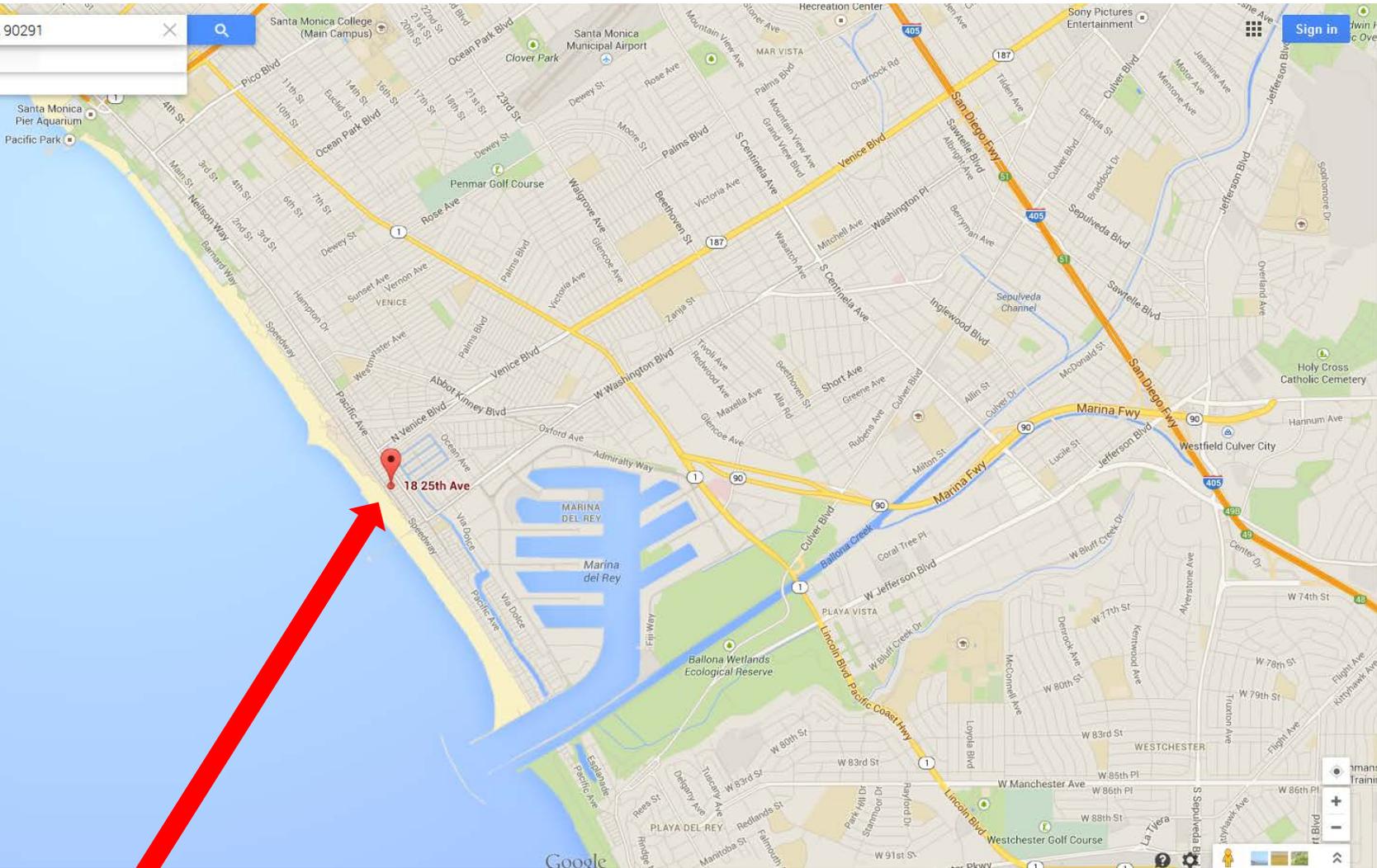


California Coastal
Commission

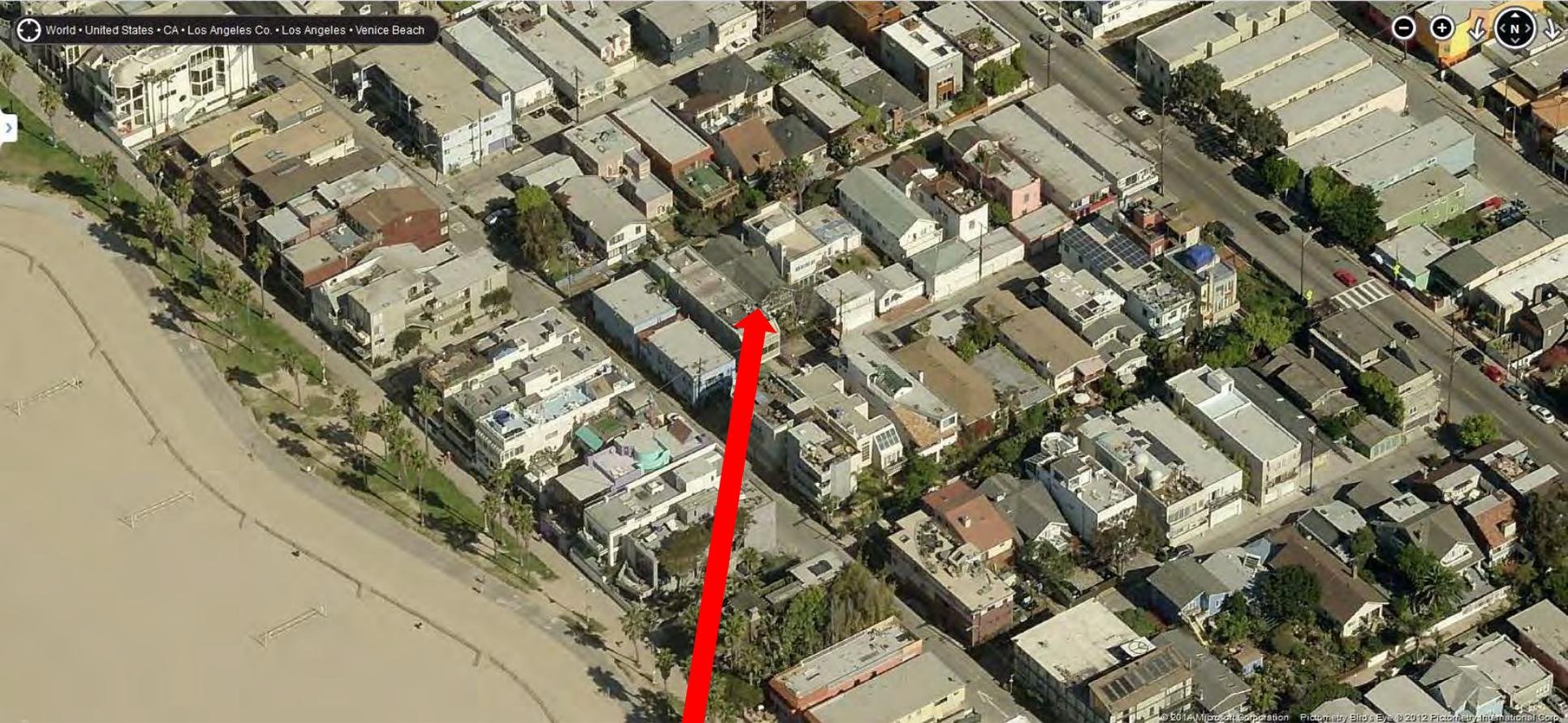
18 25th Ave, Los Angeles, CA 90291

18 25th Ave, Venice, CA 90291

Street View - Search nearby



PROJECT LOCATION



PROJECT LOCATION

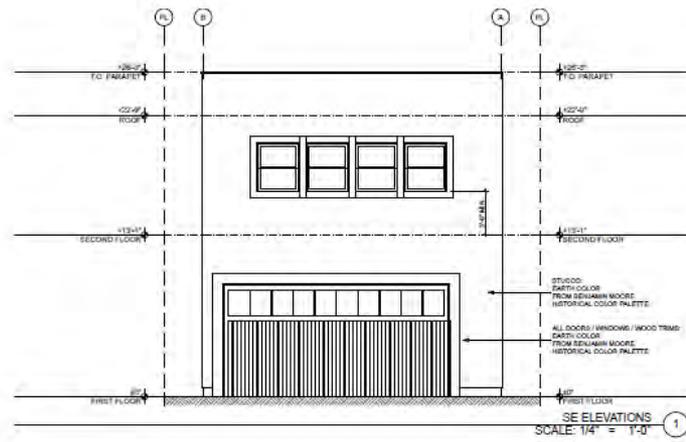
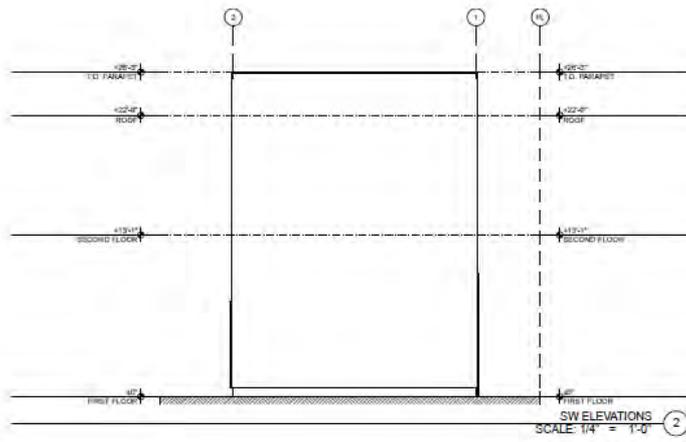
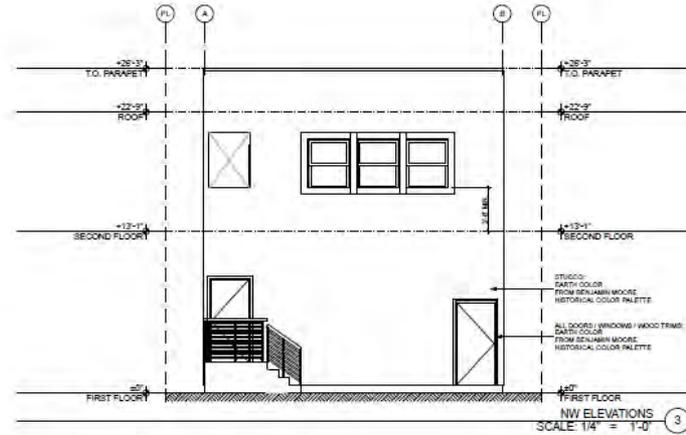
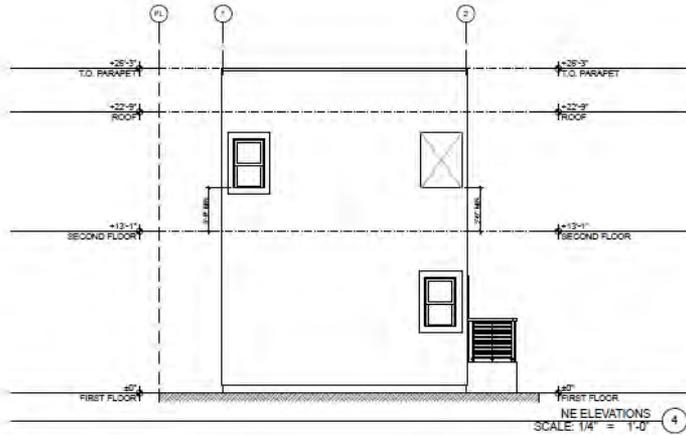
EXHIBIT# 5

Elevations
1 of 1

Application Number:
5-14-1062



California Coastal
Commission



SEA
Structural Engineering Associates
10000 Wilshire Blvd., Suite 1000
Beverly Hills, CA 90210
Tel: 310.274.1111
Fax: 310.274.1112



Howard Residence
18 25TH AVE.
VENICE, CA 90291

DATE REVISION	
NO.	DESCRIPTION

DRAWN BY / CHECKED BY	
NO.	DESCRIPTION

SHEET TITLE
BUILDING ELEVATIONS

PROJECT NO:
1311D

PRINT DATE:
8/18/14

SHEET NO:
A301