

**CALIFORNIA COASTAL COMMISSION**

SOUTH COAST AREA  
245 W. BROADWAY, STE. 380  
P.O. BOX 1450  
LONG BEACH, CA 90802-4416  
(310) 590-5071

Filed: 10/25/95  
49th Day: 12/13/95  
180th Day: 4/22/96  
Staff: A. Padilla *CP*  
Staff Report: 11/20/95  
Hearing Date: 1/9-12/95  
Commission Action:

**RECORD PACKET COPY****STAFF REPORT: CONSENT CALENDAR**

APPLICATION NO.: 5-95-231

APPLICANT: William &amp; Kirsti Powell

AGENT: Michael Folonis

PROJECT LOCATION: 2811 7th Street, Santa Monica

PROJECT DESCRIPTION: Demolition of an existing 508 square foot single-family residence and construction of a two-story 1,300 square foot single-family residence with one uncovered parking space on a 1,750 square foot lot.

Lot area:	1,750 sq. ft.
Building coverage:	599 sq. ft.
Pavement coverage:	86.25 sq. ft.
Landscape coverage:	1,064.75 sq. ft.
Parking spaces:	1
Zoning:	OP2-Low Multiple Residential
Plan designation:	Residential
Ht abv fin grade:	30 ft.

LOCAL APPROVALS RECEIVED: Variance #94-021; Approval In Concept

SUBSTANTIVE FILE DOCUMENTS: Santa Monica certified LUP

**SUMMARY OF STAFF RECOMMENDATION:**

Staff recommends that the Commission approve the proposed project with no special conditions.

STAFF RECOMMENDATION:

The staff recommends that the Commission adopt the following resolution:

I. Approval

The Commission hereby grants a permit for the proposed development on the grounds that the development will be in conformity with the provisions of Chapter 3 of the California Coastal Act of 1976, will not prejudice the ability of the local government having jurisdiction over the area to prepare a Local Coastal Program conforming to the provisions of Chapter 3 of the Coastal Act, and will not have any significant adverse impacts on the environment within the meaning of the California Environmental Quality Act.

II. Standard Conditions.

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

III. Special Conditions: None

#### IV. Findings and Declarations.

The Commission hereby finds and declares as follows:

##### A. Project Description and Background

Demolition of an existing 508 square foot single-family residence with no on-site parking and construction of a two-story 1,300 square foot single-family residence with one uncovered parking space on a 1,750 square foot lot.

The subject property is located on the east side of 7th Street, between Raymond Avenue to the north and Ashland Avenue to the south in the Ocean Park subarea of the City of Santa Monica. The project is eight blocks or approximately 3/4 of a mile from the beach area and a block from Lincoln Boulevard which is the coastal zone boundary.

The parcel consists of a 1,750 sq. ft. (35 ft. x 50 ft.) parcel. The property is in the Ocean Park Low Density Multiple Family Residential District. The site is surrounded by one-story and two story single-family residences.

The City granted a variance for one exterior parking space in lieu of the code minimum of two parking spaces; a 8 foot-6 inch front yard setback in-lieu of the minimum 15 foot; a 3 foot-6 inch side yard setback for a portion of the structure in-lieu of the minimum 4 foot side.

##### B. Public Access--Parking

Section 30211 of the Coastal Act states:

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

Section 30252 (4) of the Coastal Act states in part that:

The location and amount of new development should maintain and enhance public access to the coast by providing adequate parking facilities.

The applicant is proposing to construct a two-story 1,300 square foot single-family residence with one uncovered parking space on a 1,750 square foot lot.

The subject parcel is substandard in size as compared to the surrounding lot sizes and the City's current minimum lot size. The subject parcel measures 35 feet wide and 50 feet deep for a total area of 1,750 square feet. The majority of the surrounding lots measure 5,651 square feet. The minimum lot size allowed per code is 5,000 square feet.

The small lot size of the property is an anomaly for the area. There are only three other lots in the surrounding area that are substandard in size and developed with single-family residences. These lots range from 1,950 square feet to 2,749 square feet. The 1,950 square foot lot is developed with a two-story, 1,357 square foot single-family residence, with attached one-car

garage and driveway. The 2,749 square foot lot is developed with a 1,108 square foot residence, with parking.

Due to the substandard condition of the lot (35 ft. x 50 ft.) the City of Santa Monica granted a variance for one parking space in lieu of the code minimum of two parking spaces, and for front and side yard setback reductions. In granting the variance the City found that:

There are special circumstances or exceptional characteristics applicable to the property involved, . . . in that the subject parcel is substandard as to dimension (35' wide and 50' deep, as compared to the current minimum lot size of 50' x 100').

A strict application of the Zoning Code would result in practical difficulties or unnecessary hardship to the applicant, not including economic difficulties or economic hardships, and would result in unreasonable deprivation of the use or enjoyment of the property, in that the subject property is of a substandard size which differs from that of other properties in the OP2 District. . .

Through hearing and voting the Commission has established parking standards that have been consistently applied to projects within the coastal zone. For single-family residences the Commission has required a parking ratio of two parking spaces per dwelling. Based on the Commission's established standards the proposed single-family residence should provide a total of two parking spaces. Therefore, based on the Commission's parking standards the proposed project is deficient 1 parking spaces.

In past Commission permit action the Commission has allowed parking to be provided at less than the established ratio of two spaces for multiple family residential use. Such cases involved residential uses that the Commission found generated less of a parking demand. These residential uses were such uses as senior citizen housing, with age limits set by the Department of Housing and Urban Development, convalescent housing, and housing for the mentally ill. The Commission found, based on studies provided in such cases, that the parking demand would be less than the established two-parking spaces per unit the Commission has consistently applied. However, the Commission has not, nor has the City, allowed the development of new single-family residences in the Santa Monica coastal area to provide less than two-parking spaces per dwelling.

The Commission has consistently required the maximum number of parking spaces for development in the City of Santa Monica because of the potential adverse impacts to beach access that could be caused by inadequate on-site parking. Santa Monica State Beach is the most heavily used beach in Los Angeles County. In any given year, over 20 million people visit the City's beaches. Because of the large number of people that visit the beach and the availability of free or inexpensive parking that is located along the surrounding streets and within parking lots located further inland a number of beachgoers and coastal recreationalist use the surrounding areas for beach access parking. Proposed development in areas that are used for beach access parking or as beach traffic routes that do not have adequate on-site parking to support the generated demand could adversely impact traffic and circulation.

In this particular case there would not be a significant individual or cumulative adverse impact to beach access since the project is located

approximately 3/4 of a mile from the beach and is providing one parking space where there was none previously. Because of the distance from the beach this area is not used as beach access parking. Furthermore, this is the smallest lot in the surrounding Ocean Park area and given the size of the next smallest lot, which is 200 square feet larger, if the other small lots were to redevelop they could physically and economically design the residence with the code required two parking spaces. Therefore, approving this project with only one parking space will not have an individual nor cumulative adverse impact on beach access parking. The Commission, therefore, finds that the proposed development is consistent with the policies of the certified Land Use Plan and Section 30211 and 30252 of the Coastal Act.

C. Local Coastal Program.

Section 30604 of the Coastal Act states:

(a) Prior to certification of the local coastal program, a coastal development permit shall be issued if the issuing agency, or the commission on appeal, finds that the proposed development is in conformity with the provisions of Chapter 3 (commencing with Section 30200) of this division and that the permitted development will not prejudice the ability of the local government to prepare a local coastal program that is in conformity with the provisions of Chapter 3.

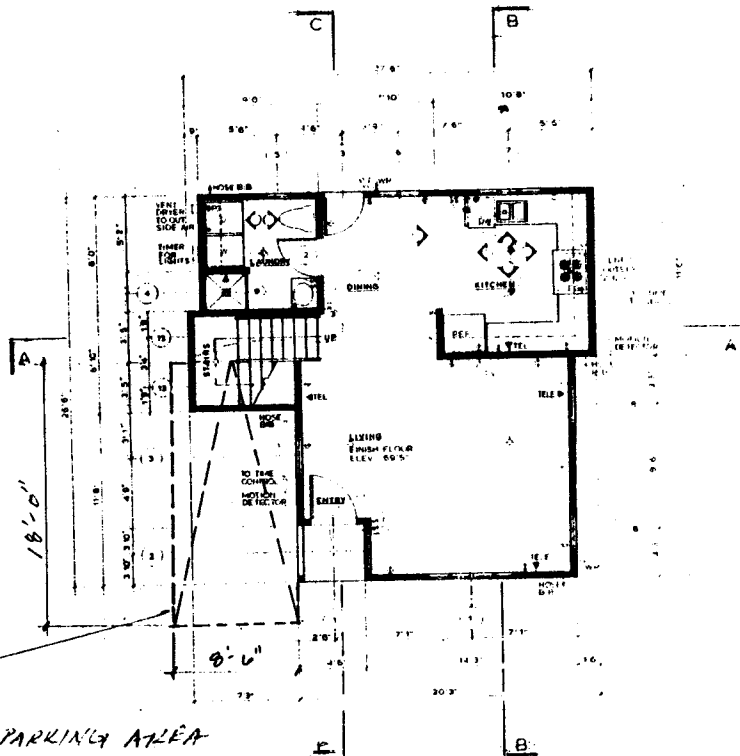
In August 1992, the Commission certified, with suggested modifications, the land use plan portion of the City of Santa Monica's Local Coastal Program. The certified LUP contains policies to guide the types, locations and intensity of future development in the Santa Monica coastal zone. Among these policies are those specified in the preceding section regarding public access--parking, new development and visual impacts. The project is consistent with all relevant policies of the LUP regarding coastal access and will not prejudice the ability of the City to prepare a Local Coastal Program implementation program consistent with the policies of Chapter 3 of the Coastal Act as required by Section 30604(a).

D. CEQA

Section 13096 of the Commission's administrative regulations requires Commission approval of Coastal Development Permit applications to be supported by a finding showing the application, as conditioned by any conditions of approval, to be consistent with any applicable requirements of the California Environmental Quality Act (CEQA). Section 21080.5(d)(2)(i) of CEQA prohibits a proposed development from being approved if there are feasible alternatives or feasible mitigation measures available which would substantially lessen any significant adverse impact which the activity may have on the environment.

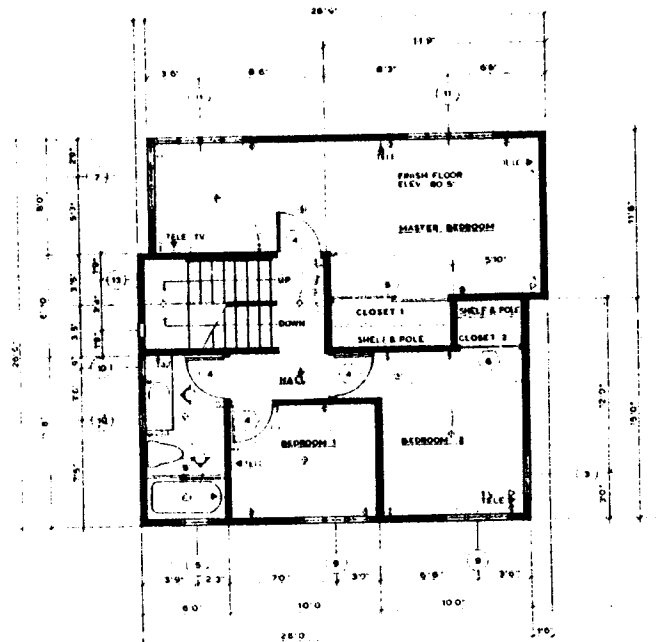
The proposed project has been found consistent with the public access policies of the Coastal Act. As proposed the project will not have any adverse impacts. There are no feasible alternatives or mitigation measures available which would substantially lessen any significant adverse impact which the activity may have on the environment. Therefore, the proposed amendment is found consistent with CEQA and the policies of the Coastal Act.

5-95-231



IMPROVED PARKING AREA  
SOUTH OF SANTA MONICA.

FIRST FLOOR PLAN



SECOND FLOOR PLAN

RECEIVED

OCT 25 1995

CALIFORNIA  
COASTAL COMMISSION  
SOUTH COAST DISTRICT

WILLIAM & KIRSTI POWELL

2811 7th STREET,  
SANTA MONICA

By signing this document, the applicant agrees that the information provided is true and correct to the best of their knowledge and belief. The applicant also agrees to pay the fee for this document and to provide the required information to the Commission. The Commission reserves the right to reject any application that does not meet the requirements of the Coastal Act.

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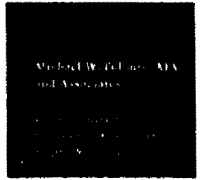
EXHIBIT NO. 3

APPLICATION NO.

5-95-231

Floor Plan

5-95-231



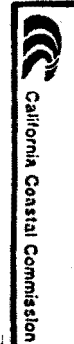
WILLIAM & KIRSTI POWELL

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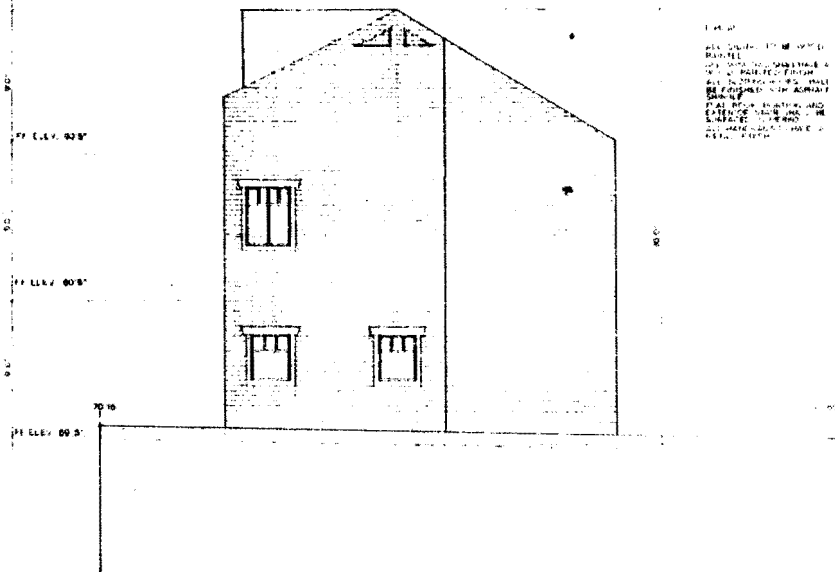
OCT 25 1995

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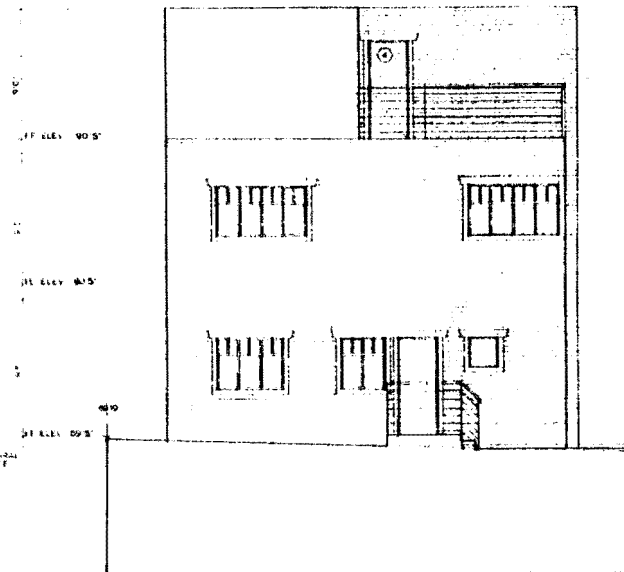


Elevations

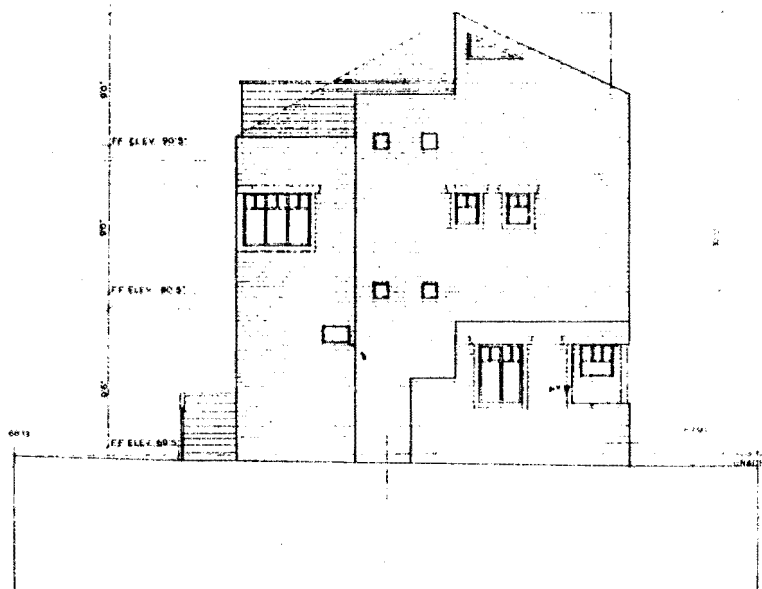
EXHIBIT NO. 4  
APPLICATION NO.  
5-95-231



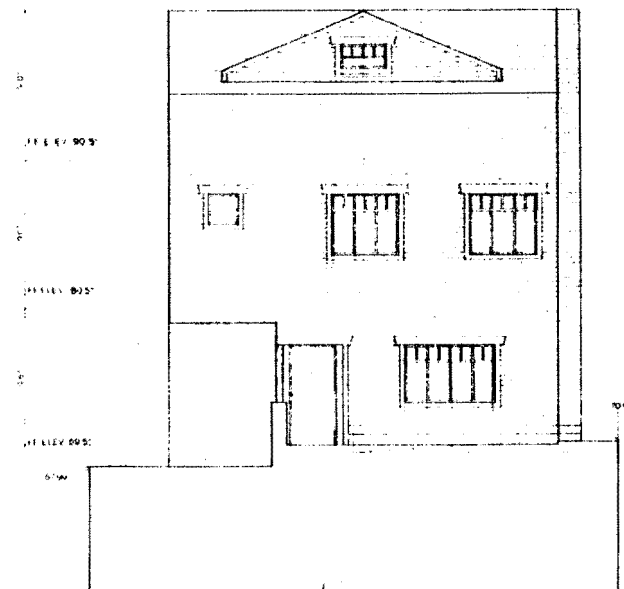
NORTH ELEVATION  
14' x 10'



WEST ELEVATION  
14' x 10'



SOUTH ELEVATION  
14' x 10'



EAST ELEVATION  
14' x 10'