

CALIFORNIA COASTAL COMMISSION

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Filed: 5/7/02
 49th Day: 6/25/02
 180th Day: 11/03/02
 Staff: AJP-LB
 Staff Report: 6/20/02
 Hearing Date: 7/08/02
 Commission Action:

STAFF REPORT: REGULAR CALENDAR**APPLICATION NUMBER:** 5-02-138**APPLICANT:** Sandra Graves**AGENT:** Robert K. Rozanski**PROJECT LOCATION:** 112 & 114 Culver Boulevard

PROJECT DESCRIPTION: Demolition of a two-story, 1,800 square foot residential duplex and construction of a three story, 41 foot high, 3,201 square foot residential duplex with a tucked-under 687 square foot, four-car garage.

Lot Area:	2,170 square feet
Building Coverage:	1,443 square feet
Pavement Coverage:	655 square feet
Landscape Coverage:	72 square feet
Parking Spaces:	4
Zoning:	C2- Commercial
Ht above final grade:	41 feet

LOCAL APPROVALS RECEIVED: Los Angeles City Coastal Development Permit 2001-3960

SUMMARY OF STAFF RECOMMENDATION:

Staff is recommending **APPROVAL** of the proposed project subject to special conditions, regarding height limitation and water quality.

SUBSTANTIVE FILE DOCUMENTS:

1. Del Rey Lagoon Local Coastal Program, March 1981.
2. City of Los Angeles Coastal Development Permit No. ZA 2001-3960
3. Coastal Development Permits: A-4-5-77-557 (Weikum); A-80-7267 (Placik); 5-98-334 and 5-98-335 (Diversified Holdings); and 5-01-089 (Stone).

Staff Note:

The proposed development is within the coastal zone area of the City of Los Angeles. Section 30600(b) of the Coastal Act¹ allows local government to assume permit authority prior to certification of a local coastal program. Under that section, the local government must agree to issue all permits within its jurisdiction, except as explained in the next paragraph. In 1978, the City of Los Angeles chose to issue its own coastal development permits.

Within the areas specified in Section 30601, which is known in the City of Los Angeles permit program as the "Dual Permit Jurisdiction" area, the Coastal Act requires that the development that receives a local coastal development permit pursuant to Section 30600(b) also obtain a permit from the Coastal Commission. Section 30601 requires a second coastal development permit from the Commission on all lands located (1) between the sea and the first public road, (2) within 300 feet of the inland extent of a beach, or the sea where there is no beach, (3) on tidelands or submerged lands, (4) on lands located within 100 feet of a wetland or stream, or (5) on lands located within 300 feet of the top of the seaward face of a coastal bluff. Outside that area, the local agency (City of Los Angeles) coastal development permit is the only coastal development permit required.

The proposed development is located in the dual permit area. For development within the dual area, after the local government approves a permit, a second permit is required from the Commission under the requirements of section 30601. The City approved Coastal Development Permit ZA 2002-3960. The pending application is for the second permit, which is to be issued by the Coastal Commission.

I. STAFF RECOMMENDATION:

The staff recommends that the Commission **APPROVE** the following resolution with special conditions.

Motion:

I move that the Commission approve Coastal Development Permit No. 5-02-138 pursuant to the staff recommendation.

¹ Unless otherwise specified, all subsequent section references are to the Coastal Act. Cal. Pub. Res. Code §§ 30000 et seq.

Staff Recommends a **YES** vote. Passage of this motion will result in adoption of the following resolution and findings. The motion passes only by affirmative vote of a majority of the Commissioners present.

RESOLUTION FOR APPROVAL WITH CONDITIONS

The Commission hereby approves a coastal development permit for the proposed development and adopts the findings set forth below on grounds that the development as conditioned will be in conformity with the policies of Chapter 3 of the Coastal Act and 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. Approval of the permit complies with the California Environmental Quality Act because either 1) feasible mitigation measures and/or alternatives have been incorporated to substantially lessen any significant adverse effects of the development on the environment, or 2) there are no further feasible mitigation measures or alternatives that would substantially lessen any significant adverse impacts of the development on the environment.

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. Interpretation. Any questions of intent or interpretation of any 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

III. **SPECIAL CONDITIONS**

1. **Revised Plans**

A. **PRIOR TO ISSUANCE OF THE COASTAL DEVELOPMENT PERMIT**, the applicant shall submit revised plans to the Executive Director for review and approval. The revised plans shall show the following changes to the project:

1. No portion of the structure shall exceed a height of 37 feet above existing grade, except for roof railings with an open design and measuring no more than 36 inches in height.

B. The permittee shall undertake development in accordance with the approved final plans. Any proposed changes to the approved final plans shall be reported to the Executive Director. No changes to the approved final plans shall occur without a Commission amendment to this coastal development permit unless the Executive Director determines that no amendment is required.

2. **Drainage and Polluted Runoff Control Plan**

A) **PRIOR TO THE ISSUANCE OF THE COASTAL DEVELOPMENT PERMIT**, the applicant shall submit for the review and approval of the Executive Director a drainage and runoff control plan, including supporting calculations, which indicate that drainage and polluted runoff controls shall incorporate structural and non-structural Best Management Practices (BMPs) designed to minimize the volume, velocity and pollutant load of storm water and other runoff leaving the developed site. The plans shall be reviewed and approved by the consulting engineering geologist to ensure the plan is in conformance with the geologists' recommendations. All design and construction plans, including but not limited to grading plans, foundation plans, site plans, floor plans, elevation plans, roof plans, landscape and hardscape plans shall be consistent with the final drainage and runoff control plan. In addition to the specifications above, the plans shall be in substantial conformance with the following requirements:

- (1) Selected BMPs (or suites of BMPs) shall be designed to treat or infiltrate the amount of storm water generated by each runoff event up to and including the 85th percentile, 24-hour runoff event for volume-based BMPs, and/or the 85th percentile, 1-hour runoff event, with an appropriate safety factor, for flow-based BMPs.
- (2) Design elements, which will serve to reduce directly connected impervious area and maintain permeable space within the development shall be incorporated where feasible. Options include the use of alternative design features such as concrete grid driveways and/or pavers/stepping stones for walkways, and porous material for or near walkways and driveways;

- (3) Runoff from all roofs, parking areas, driveways and other impervious surfaces shall be collected and directed through a system of vegetated and/or gravel filter strips or other media filter devices, where feasible. The filter elements shall be designed to 1) trap sediment, particulates and other solids and 2) remove or mitigate contaminants through infiltration and/or biological uptake. The drainage system shall also be designed to convey and discharge excess runoff from the building site to the street in a non-erosive manner.
- (4) The plan shall include provisions for maintaining the drainage and filtration systems, including structural BMPs, in a functional condition throughout the life of the approved development. Such maintenance shall include the following: (1) the drainage and filtration system shall be inspected, cleaned and repaired prior to the onset of the storm season, no later than September 30th each year and (2) should any of the project's surface or subsurface drainage/filtration structures fail or result in increased erosion, the applicant/landowner or successor-in-interest shall be responsible for any necessary repairs to the drainage/filtration system and restoration of the eroded area. Should repairs or restoration become necessary, prior to the commencement of such repair or restoration work, the applicant shall submit a repair and restoration plan to the Executive Director to determine if an amendment or new coastal development permit is required to authorize such work.

B) The permittee shall undertake development in accordance with the approved final plan. Any proposed changes to the approved final plan shall be reported to the Executive Director. No changes to the approved final plan shall occur without a Commission amendment to this coastal development permit unless the Executive Director determines that no amendment is required.

3. **Storage of Construction Materials, Mechanized Equipment and Removal of Construction Debris**

The permittee shall comply with the following construction-related requirements:

- (a) Best Management Practices (BMPs) and Good Housekeeping Practices (GHPs) designed to prevent spillage and/or runoff of construction-related materials, and to contain sediment or contaminants associated with construction activity, shall be implemented prior to the on-set of such activity;
- (b) No construction materials, debris, or waste shall be placed or stored where it may enter a storm drain or be subject to tidal erosion and dispersion;
- (c) Construction debris and sediment shall be properly contained and secured on site with BMPs, to prevent the unintended transport of sediment and other debris into coastal waters by wind, rain or tracking. 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;
- (d) Construction debris and sediment shall be removed from construction areas as necessary to prevent the accumulation of sediment and other debris which may be discharged into coastal waters. All debris and trash shall be disposed of in the proper trash and recycling receptacles at the end of each construction day;
 - (e) The discharge of any hazardous materials into any receiving waters shall be prohibited;
 - (f) A pre-construction meeting should be held for all personnel to review procedural and BMP/GHP guidelines;
 - (g) All BMPs shall be maintained in a functional condition throughout the duration of the project.
 - (h) Debris shall be disposed 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 required.

IV. FINDINGS AND DECLARATIONS

The Commission hereby finds and declares:

A. Project Description

The applicant proposes the demolition of an existing two story duplex and construction of a three-story, 41-foot high (as measured from existing grade) 3,201 square foot residential duplex with a tucked-under 687 square foot, four-car garage on a 2,170 square foot lot. The applicant proposes to place a new retaining wall along portions of the eastern and western property lines (see Exhibits No 4-7).

The proposed project has a maximum height of 41 feet, as measured from existing grade to the height of the roof access penthouse. The roofline extends to a height of 33 feet with the 196 square foot penthouse extending 8 feet above the roofline to the maximum height of 41 feet.

The project site is zoned C2—Commercial Playa Del Rey. The subject property is located in the Commercial Area subcommunity of the Del Rey Lagoon planning area in the City of Los Angeles (Exhibit No. 8). The Commercial Area includes all properties along Culver Boulevard from Nicholson Street to the east to Trolley Way to west. The small 5 lot commercially zoned block in which this project is located abuts the "Duplex Area" subcommunity of the Del Rey Lagoon. The lot is four lots east of Trolleyway and the first row of beach fronting lots.

In March 1981, the City of Los Angeles submitted the Del Rey Lagoon LUP for Commission approval. The Commission reviewed and approved with modifications the Del Rey Lagoon LUP, however, the City did not accept the Commission's approval. Therefore, the standard of review for this planning area is the Chapter Three policies of the Coastal Act.

B. Visitor-Serving Commercial Recreation

Section 30221 of the Coastal Act states:

Oceanfront land suitable for recreational use shall be protected for recreational use and development unless present and foreseeable future demand for public or commercial recreational activities that could be accommodated on the property is already adequately provided for in the area.

Section 30222 of the Coastal Act states:

The use of private lands suitable for visitor-serving commercial recreational facilities designed to enhance public opportunities for coastal recreation shall have priority over private residential, general industrial, or general commercial development, but not over agriculture or coastal-dependent industry.

The applicant is proposing to demolish an existing residential duplex and construct a new residential duplex within a commercially zoned area. The proposed project site is four lots inland from Trolleyway and the first row of beach fronting lots. The lot is approximately 236 feet inland from the beach (see Exhibit No. 3).

In preliminary studies that led to the adoption of the Coastal Act, the Commission and the Legislature reviewed evidence that land uses directly adjacent to the beach were required to be regulated to protect access and recreation opportunities. These sections of the Coastal Act provide that the priority of new development near beach areas shall be given to uses that provide support for beach recreation. The Coastal Act requires that public coastal recreational facilities shall have priority over other types of development on any private land suitable for such use. Sections 30221 and 30222 give priority land use to visitor-serving commercial recreational facilities and general public recreational use on public and private oceanfront and upland areas where necessary.

Playa del Rey is located south of the Marina del Rey entrance channel. The area consists of residential development, mainly duplexes and multi-family dwellings, small neighborhood shops and restaurants along Culver Boulevard, a publicly owned park and lagoon, and Dockweiler State Beach.

Public parking is located at the park and lagoon parking lots and at a beach pay lot maintained and operated by the County at the northern end of Pacific Avenue. Additional public parking is available along the public streets throughout the area.

One of the basic Coastal Act goals is to maximize public recreation and access to the beaches. Permitting residential development along the beach area is clearly not maximizing public recreation and access. However, in considering residential development versus visitor-serving commercial development the Commission has taken into consideration location, lot size, and surrounding uses.

The proposed development will be in-fill development in an area that consists of mainly single-family and duplexes. The lot to the east, which measures 3,060 square feet, is developed with a small restaurant.

The proposed site is a relatively small lot consisting of 2,170 square feet. Development of this lot as commercial or a combination of commercial and residential would be impracticable due to the lot's size and development constraints. One of the constraints in developing this lot with a commercial use would be providing support parking. The lot is too small to provide adequate on-site parking and there is a lack of potential for developing off-site parking because of the built out nature of the area.

Although there are very few visitor-serving commercial uses in the area, this particular property is not suitable for such use. In past permit action the Commission has considered the need for visitor serving uses in the area. Just to the north, there is a three to four acre beachfronting property, which is designated as the Beachfront Area in the Del Rey Lagoon Plan (see Exhibit No. 8). The property is the last undeveloped beachfront parcel in Playa del Rey. In 1977 the Commission denied a permit for residential development on the nearby beach fronting parcel property. One of the reasons for denial was due to lack of visitor-serving uses for the proposed development. The Del Rey Lagoon Plan indicates that the permitted uses for the larger beachfront property would be limited to visitor-serving facilities such as hotel, motel, beach-related commercial, or other use enhancing public access to the beach.

The proposed project site, unlike the larger beachfront property directly to the north, is small and is not beachfronting and would not be suitable for visitor-serving commercial development. Therefore, the Commission finds that the proposed project is not inconsistent with Section 30221 or 30222 of the Coastal Act.

C. COMMUNITY CHARACTER/VISUAL QUALITY

Section 30251 of the Coastal Act states, in part:

The scenic and visual qualities of coastal areas shall be considered and protected as a resource of public importance. Permitted development shall be sited and designed to protect views to and along the ocean and scenic coastal areas, to minimize the alteration of natural land forms, to be visually compatible with the character of surrounding areas....

This area of Playa del Rey, is referred to as the "Commercial Area" in the LUP (Exhibit No. 8). Although it is in the Commercial area, the area consists mainly of older residential duplexes and some newer residences on single lots. The lot abutting the proposed lot to the east is commercially developed with a restaurant. The pattern of development is a mixture of older and some recycling construction, with some newer development.

The residences on average have a total living area of approximately 3,000 square feet. The proposed 3,201 square foot living area of the proposed duplex residence is consistent with surrounding development. It is also consistent with the average living area of approximately 3,000 square feet for duplex residences identified in the Commission approved LUP.

The first floor has a total floor area of 1,431 square feet, composed of a 665 square foot four-car garage and 765 square feet of livable area. The second and third floors have 1,287 and 1,160 square feet square feet of floor area, respectively. The City considers the first floor a basement and does not count as a floor because the garage occupies a portion of the floor. Therefore, under the City's approval, and consistent with the Del Rey Lagoon LUP, the development is considered a two-story structure. However, the Del Rey Lagoon LUP limits development height to a maximum of 37 feet.

The proposed project has a maximum height of 41 feet, as measured from existing grade to the height of the roof access penthouse (see Exhibit No. 5). The roof line extends to a height of 33 feet with the 196 square foot penthouse extending 8 feet above the roof line to the maximum height of 41 feet. Therefore, the proposed duplex residence exceeds the 37-foot height limit for Playa Del Rey identified in the Commission approved LUP.

The City of Los Angeles and the Coastal Commission have approved a limited number of coastal development permits in this area, almost all of which came after the City's submitted LUP in 1981. In certain cases (CDP No. 5-01-089, 5-99-038, 5-97-400, 5-87-344, 5-86-169, A-4-5-77-557, and A-80-7267) projects were submitted with proposed height limits from 25 to 37 feet. Other projects (CDP No. 5-98-334 and 5-98-335) were proposed to be higher but were conditioned to reduce the height of the proposed development to 37 feet because of the impacts to community character. And, finally, certain developments (CDP No. 5-01-201 and 5-85-421) were approved by the Commission with proposed heights between 39 and 40 feet.

In the permits that allowed development above the height limit of 37 feet, the Commission found that the proposed developments would be consistent with the scale and character of the surrounding development in their immediate areas. For example, CDP 5-01-201 was for the addition of a fourth floor, which would raise the height of the structure to 40 feet. The development was located in the Esplanade Area of Playa del Rey. The two adjoining residential structures had a height of 41 feet. Furthermore, the Esplanade Area is generally developed with three to four story structures varying in height between 35 and 45 feet. The Commission found that the proposed addition would be consistent with the

height of the surrounding development and would be visually compatible with the scale and character of the area.

In the area surrounding the proposed project, the area consists of single-family and residential duplexes. Heights range from 20 to 37 feet, with most structures consisting of two-stories. An exception to this height and scale is the development located three lots to the west of the project site, on the corner of Culver Boulevard and Trolleyway. This structure has a pitched roof extending to a maximum height of approximately 45 feet.

The most recent development approved by the Commission in this area of Playa del Rey, was located just south of the project site at 7025 Trolleyway (CDP No. 5-01-089). The project consisted of the demolition of a duplex and construction of a 3,338 square foot duplex, with a maximum height of 35 feet. To ensure that no portion of the structure exceeded the 37-foot height limit, a special condition was added stating that no portion of the structure shall exceed 37 feet in elevation above the existing grade.

In 1976, the Regional Commission approved an 82-unit condominium complex at the southern end of Playa del Rey along the seaward side of Vista del Mar (CDP No. A-24-76 and 5-82-542). The proposed development was approved with maximum heights of approximately 35 feet from natural grade.

Although the proposed project's roof line is below the 37 foot height, at 33 feet, the 196 square foot roof access stairwell penthouse extends to 41 feet. The penthouse is setback approximately 18 feet from the front of the building. However, because of the small scale of surrounding development, the penthouse will be visible from the surrounding streets and will increase the visual bulk of the building. In order to protect community character and visual quality, in past Commission permit action, the Commission has limited development to a maximum height of 37 feet. Therefore, in order to protect the community character and visual quality of the area, Special Condition No. 1 limits the development to a maximum height of 37 feet above the existing grade, except for roof railings with an open design and measuring no more than 36 inches in height. The height as conditioned will be consistent with the height limit approved by the Commission in past permit action and in its approval of the LUP. Only as conditioned is the proposed project consistent with Section 30251 of the Coastal Act.

D. Water Quality

Section 30231 states:

The biological productivity and the quality of coastal waters, streams, wetlands, estuaries, and lakes appropriate to maintain optimum populations of marine organisms and for the protection of human health shall be maintained and, where feasible, restored through, among other means, minimizing adverse effects of waste water discharges and entrainment, controlling runoff, preventing depletion of ground

water supplies and substantial interference with surface water flow, encouraging waste water reclamation, maintaining natural vegetation buffer areas that protect riparian habitats, and minimizing alteration of natural streams.

The existing development directs runoff into the surrounding City street system which leads to the City stormdrain system. Pollutants commonly found in runoff associated with residential use include petroleum hydrocarbons including oil and grease from vehicles; heavy metals; synthetic organic chemicals including paint and household cleaners; soap and dirt from washing vehicles; dirt and vegetation from yard maintenance; litter; fertilizers, herbicides, and pesticides; and bacteria and pathogens from animal waste. This pollutant laden water leaves the residential site, enters the storm drain system and is ultimately discharged to coastal waters without treatment. The discharge of these pollutants to coastal waters can cause cumulative impacts such as: eutrophication and anoxic conditions resulting in fish kills and diseases and the alteration of aquatic habitat, including adverse changes to species composition and size; excess nutrients causing algae blooms and sedimentation increasing turbidity which both reduce the penetration of sunlight needed by aquatic vegetation which provide food and cover for aquatic species; disruptions to the reproductive cycle of aquatic species; and acute and sub lethal toxicity in marine organisms leading to adverse changes in reproduction and feeding behavior. These impacts reduce the biological productivity and the quality of coastal waters, streams, wetlands, estuaries, and lakes and reduce optimum populations of marine organisms and have adverse impacts on human health.

Since the project consists of a complete demolition and rebuild there is an opportunity to improve water quality. In order to find the proposed development consistent with the water and marine resource policies of the Coastal Act, the Commission finds it necessary to require the incorporation of Best Management Practices which are designed to control the volume, velocity and pollutant load of storm water leaving the developed site. However, critical to the successful function of post-construction structural BMPs in removing pollutants in storm water to the Maximum Extent Practicable (MEP), is the application of appropriate design standards for sizing BMPs. The majority of runoff is generated from small storms because most storms are small. Additionally, storm water runoff typically conveys a disproportionate amount of pollutants in the initial period that runoff is generated during a storm event. Designing BMPs for the small, more frequent storms, rather than for the large infrequent storms, results in improved BMP performance at lower cost. The Commission finds that sizing post-construction structural BMPs to accommodate (infiltrate, filter or treat) the approximate runoff from a one-year, 24-hour rainstorm runoff event, in this case, is equivalent to sizing BMPs based on the point of diminishing returns [i.e. the BMP capacity beyond which, insignificant increases in pollutants removal (and hence water quality protection) will occur, relative to the additional costs].

The Commission finds that sizing post-construction structural BMPs to accommodate (infiltrate, filter or treat) the runoff from the 85th percentile storm runoff event, in this case, is equivalent to sizing BMPs based on the point of diminishing returns (i.e. the BMP capacity beyond which, insignificant increases in pollutants removal (and hence water

quality protection) will occur, relative to the additional costs. Therefore, the Commission requires the selected post-construction structural BMPs be sized based on design criteria specified in Special Condition 2, and finds this will ensure the proposed development will be designed to minimize adverse impacts to coastal resources, in a manner consistent with the water and marine policies of the Coastal Act.

In addition, in order to ensure that construction and materials are managed in a manner, which avoids impacts to coastal waters, the Commission imposes Special Condition No. 3. Special Condition No. 3 requires that construction materials, debris, or waste be placed or stored where it will not enter storm drains or be subject to runoff; removal of debris within 24 hours of completion of construction; implementation of Best Management Practices (BMPs) and Good Housekeeping Practices (GHPs) designed such that construction debris and sediment are properly contained and secured on site and to prevent the unintended transport of sediment and other debris into coastal waters by wind, rain or tracking.

Therefore, the Commission finds that the proposed project, as conditioned to incorporate and maintain a drainage and polluted runoff control plan and to comply with construction phase BMPs, is consistent with Section 30231 of the Coastal Act.

E. PUBLIC ACCESS/PARKING

Section 30252 of the Coastal Act states, in part:

The location and amount of new development should maintain and enhance public access to the coast by... (4) providing adequate parking facilities or providing substitute means of serving the development with public transportation....

To assure the development has adequate parking the Commission has required that residential development provide two parking spaces per unit. In this case, the proposed project provides a four-car garage adjacent to the alley. Therefore, the proposed project provides an adequate parking supply for the proposed duplex residence and preserves on-street public parking. The proposed project is consistent with prior Commission decisions for Playa Del Rey that required two parking spaces per residential unit. The Commission finds that, as proposed, the project is consistent with Section 30252 of the Coastal Act.

F. LOCAL COASTAL PROGRAM

Section 30604(a) of the Coastal Act provides that the Commission shall issue a coastal development permit only if the project will not prejudice the ability of the local government having jurisdiction to prepare a Local Coastal Program which conforms with Chapter 3 policies of the Coastal Act:

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 (commencing with Section 30200). A denial of a Coastal Development Permit on grounds it would prejudice the ability of the local government to prepare a Local Coastal Program that is in conformity with the provisions of Chapter 3 (commencing with Section 30200) shall be accompanied by a specific finding which sets forth the basis for such conclusion.

The Del Rey Lagoon Specific Plan, which encompasses the Westchester-Playa del Rey area, was approved by the General Plan Advisory Board of the City of Los Angeles on May 21, 1980. Revisions were incorporated into the plan based on comments from Citizen Advisory Committee meetings on July 9, 1980 and October 21, 1980, a public meeting on July 22, 1980, and a City Planning Commission hearing on October 27, 1980. The policy portion of the plan was reformatted into a District Plan Amendment and approved by the General Plan Advisory Board on March 4, 1981. The Commission reviewed and approved with modifications the Del Rey Lagoon LUP, however, the City did not accept the Commission's approval. Neither the Land Use Plan nor the Implementation Plan portions of the Local Coastal Program are certified.

The proposed development as conditioned is consistent with the public access, recreation, and community character policies of Chapter Three of the Coastal Act. The Commission finds that approval of the proposed development, as conditioned, will not prejudice the City's ability to prepare a certified Land Use Plan or a Local Coastal Program consistent with the policies of Chapter 3 of the Coastal Act, as required by Section 30604(a).

G. CALIFORNIA ENVIRONMENTAL QUALITY ACT

Section 13096 Title 14 of the California Code of Regulations requires Commission approval of a coastal development permit application 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). Cal. Pub. Res. Code §§ 21000 *et seq.* Section 21080.5(d)(2)(A) 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 effect that the activity may have on the environment.

The proposed project, as conditioned, has been found consistent with the Chapter 3 policies of the Coastal Act. All adverse impacts have been minimized and there are no feasible alternatives or feasible mitigation measures available which would substantially lessen any significant adverse impact that the activity may have on the environment.

Therefore, the Commission finds that the proposed project can be found consistent with the requirements of the Coastal Act to conform to CEQA.



LOS ANGELES AREA

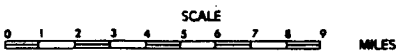
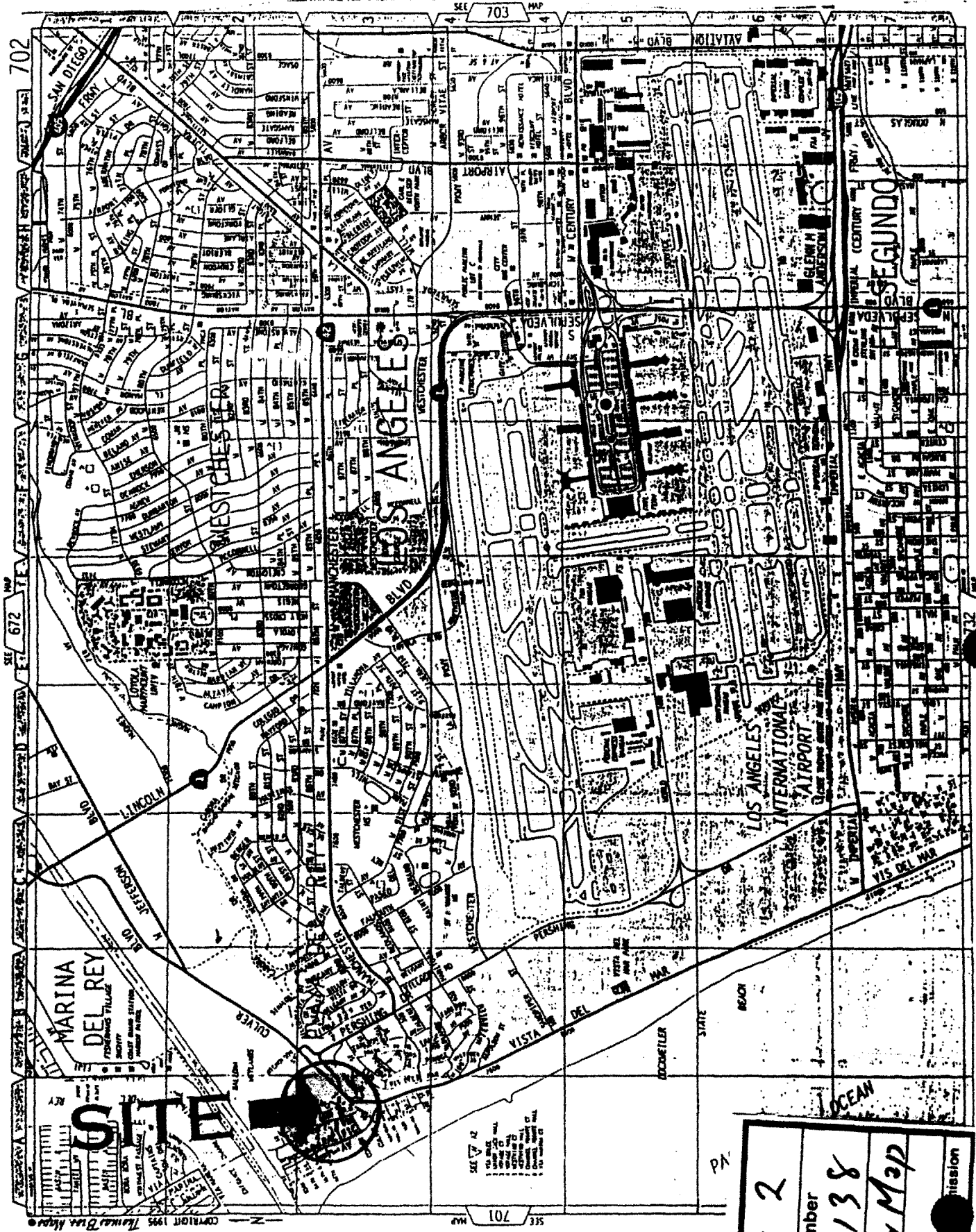


EXHIBIT NO. 1
Application Number 5-02-138
Area Map
California Coastal Commission

HUNTINGTON BI

Channel
O C E A

VICINITY MAP



702

SEE 672 MAP

SEE 703 MAP

SEE 701 MAP

SITE

EXHIBIT NO. 2
Application Number 5-02-138
Vicinity Map
California Coastal Commission

Next

View Enlarg

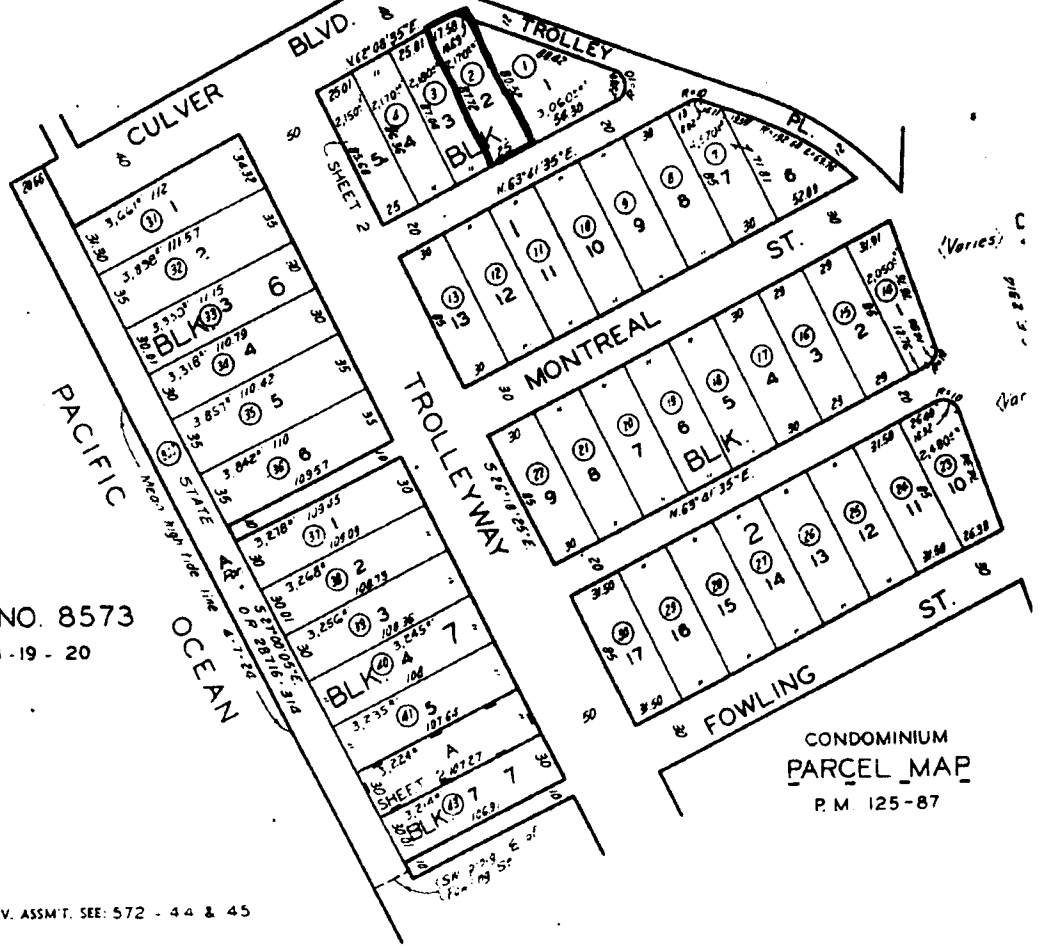
County of Los Angeles: Rick Auerbach, Assessor

4116 32
SCALE 1" = 60'
SHEET 1

1986

PACIFIC AVE.

Site



TRACT NO. 8573
M. B. 103 - 19 - 20



CODE
68

FOR PREV. ASSMT. SEE: 572 - 44 & 45

CONDOMINIUM
PARCEL MAP
P. M. 125 - 87

EXHIBIT NO.	3
Application Number	5-02-138
Parcel Map	
California Coastal Commission	

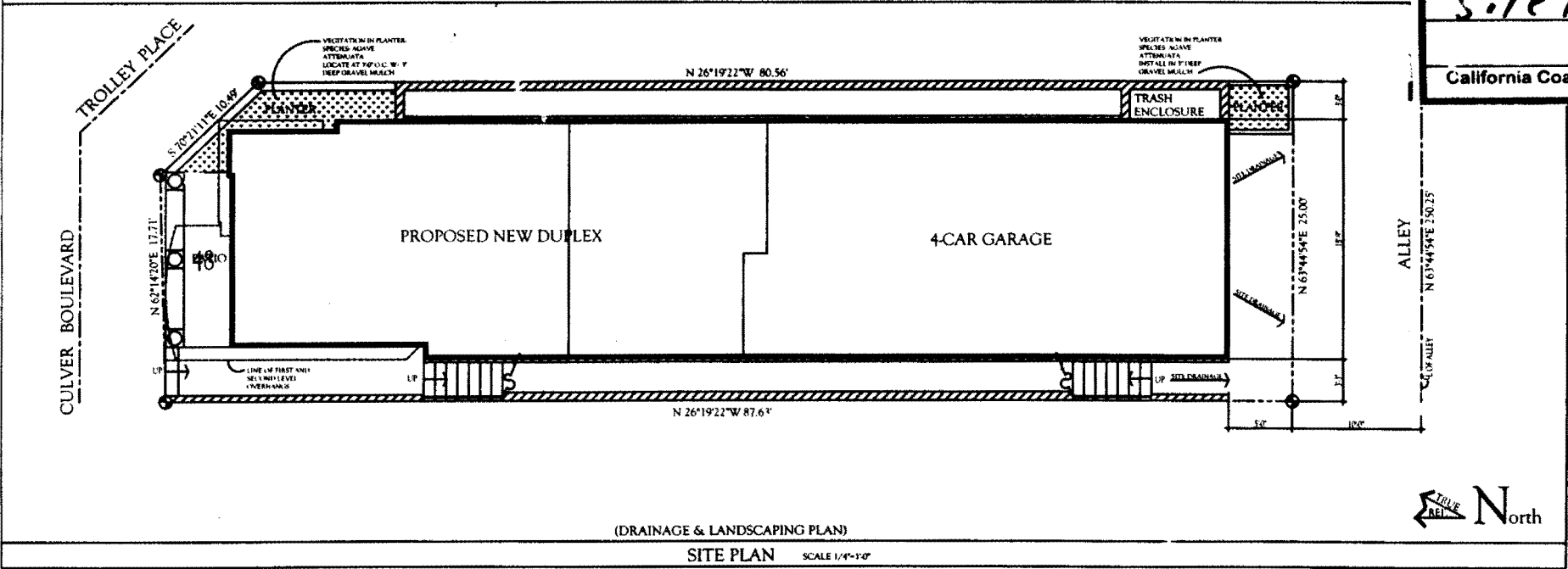
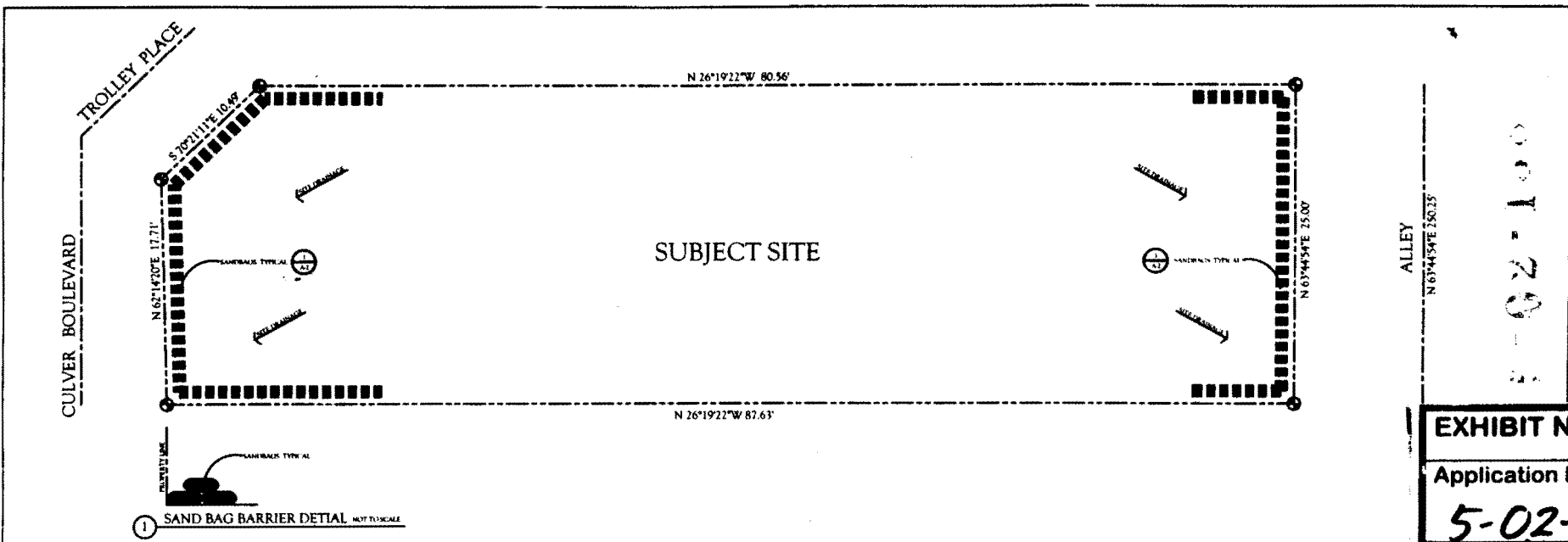


EXHIBIT NO. 4

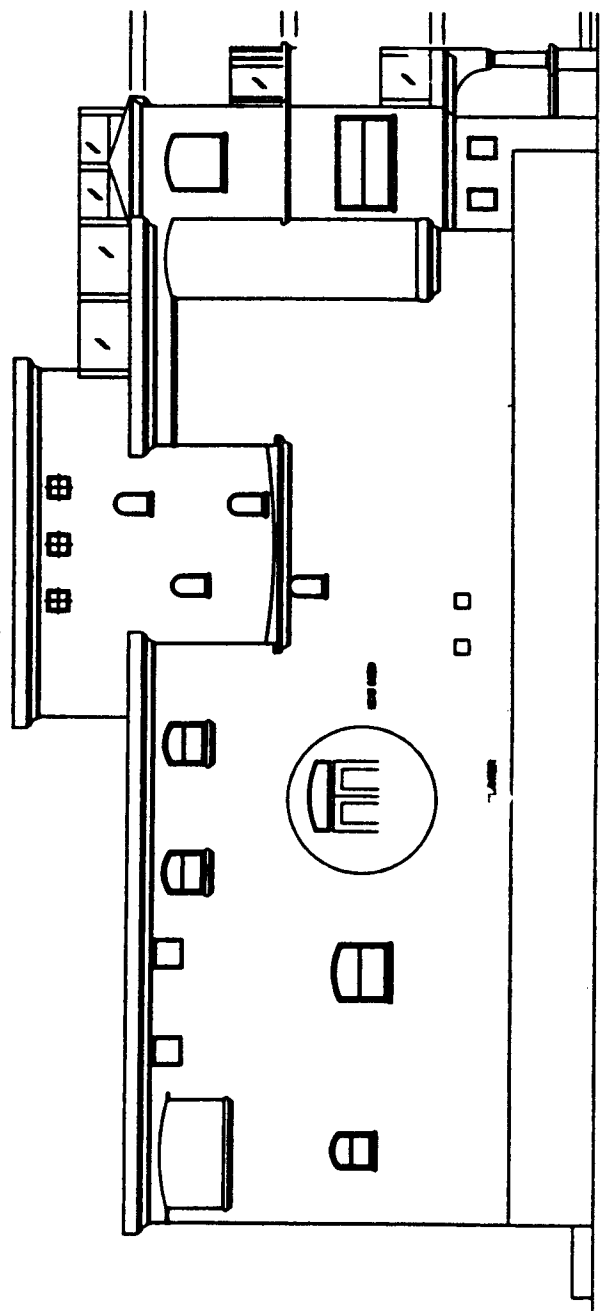
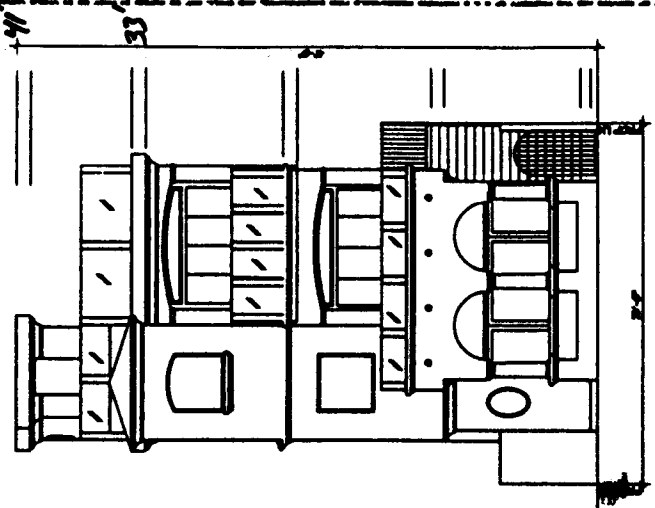
Application Number
5-02-138

Site Plan

California Coastal Commission

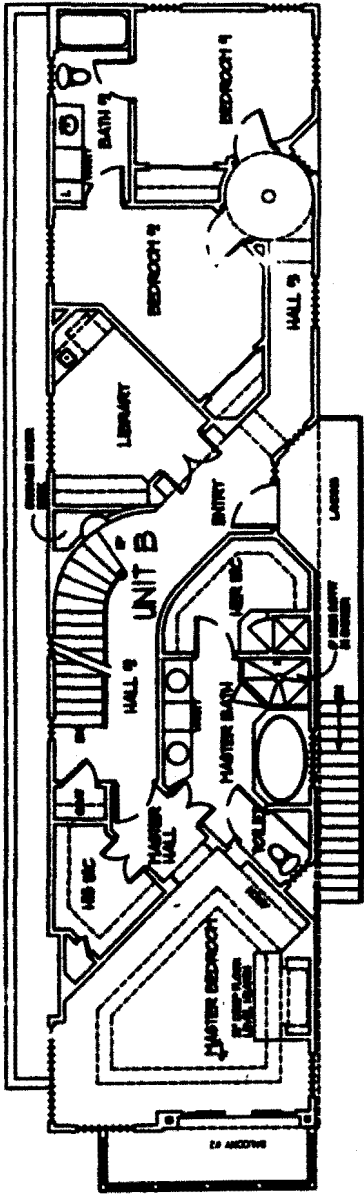
Project Title
GRAVES DUPLEX

A.

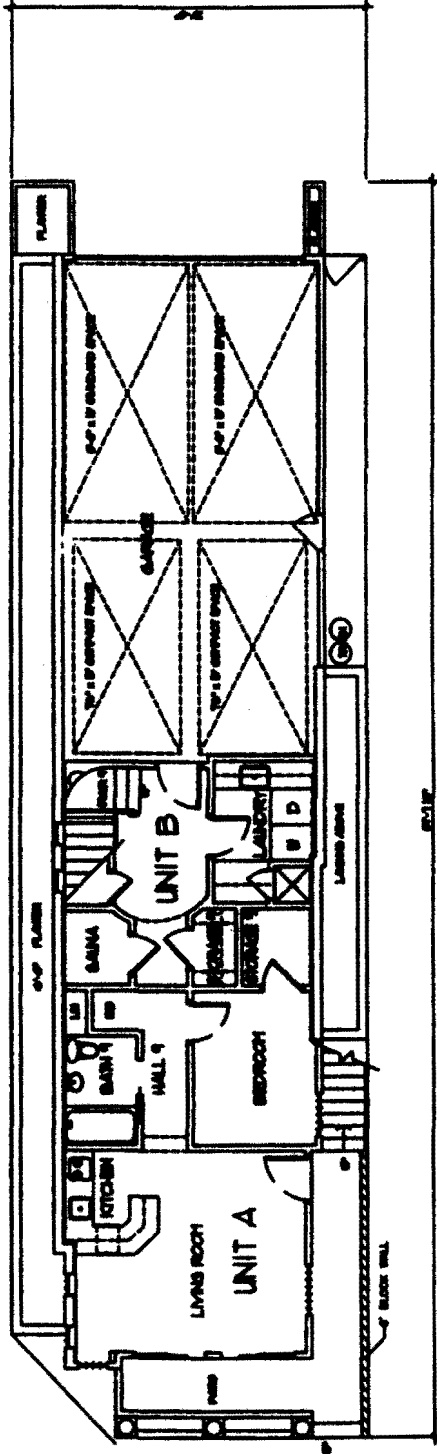


FRONT/LEFT ELEVATIONS

EXHIBIT NO.	5
Application Number	5-02-138
	Elevation

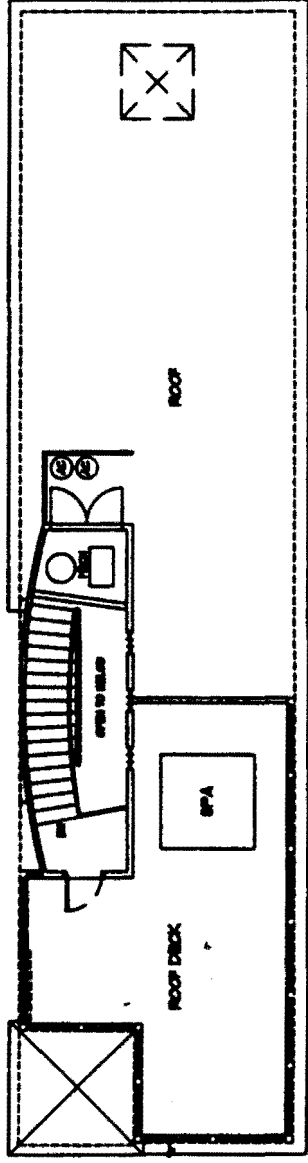


1ST FLOOR PLAN
SCALE 1/8" = 1'-0"

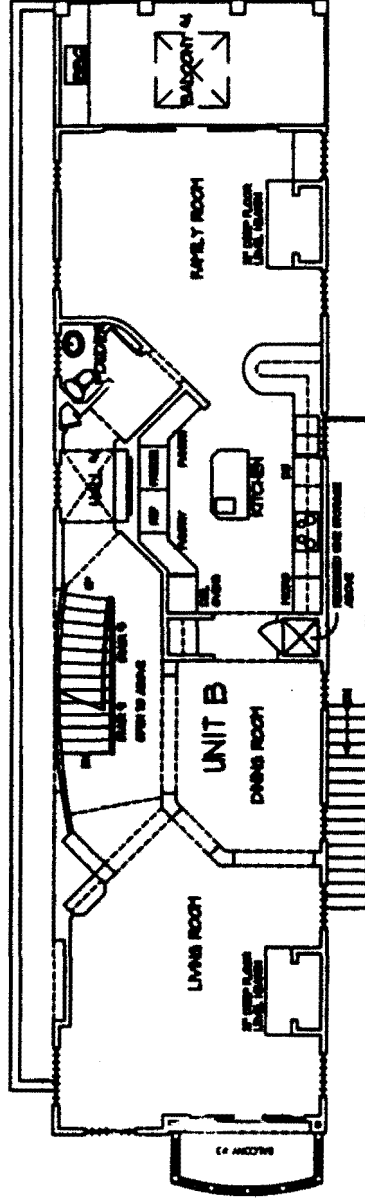


BASEMENT PLAN
SCALE 1/8" = 1'-0"

EXHIBIT NO.	6
Application Number	5-02-138
	Floor Plan
	1st & 13th Street
	California Coastal Commission

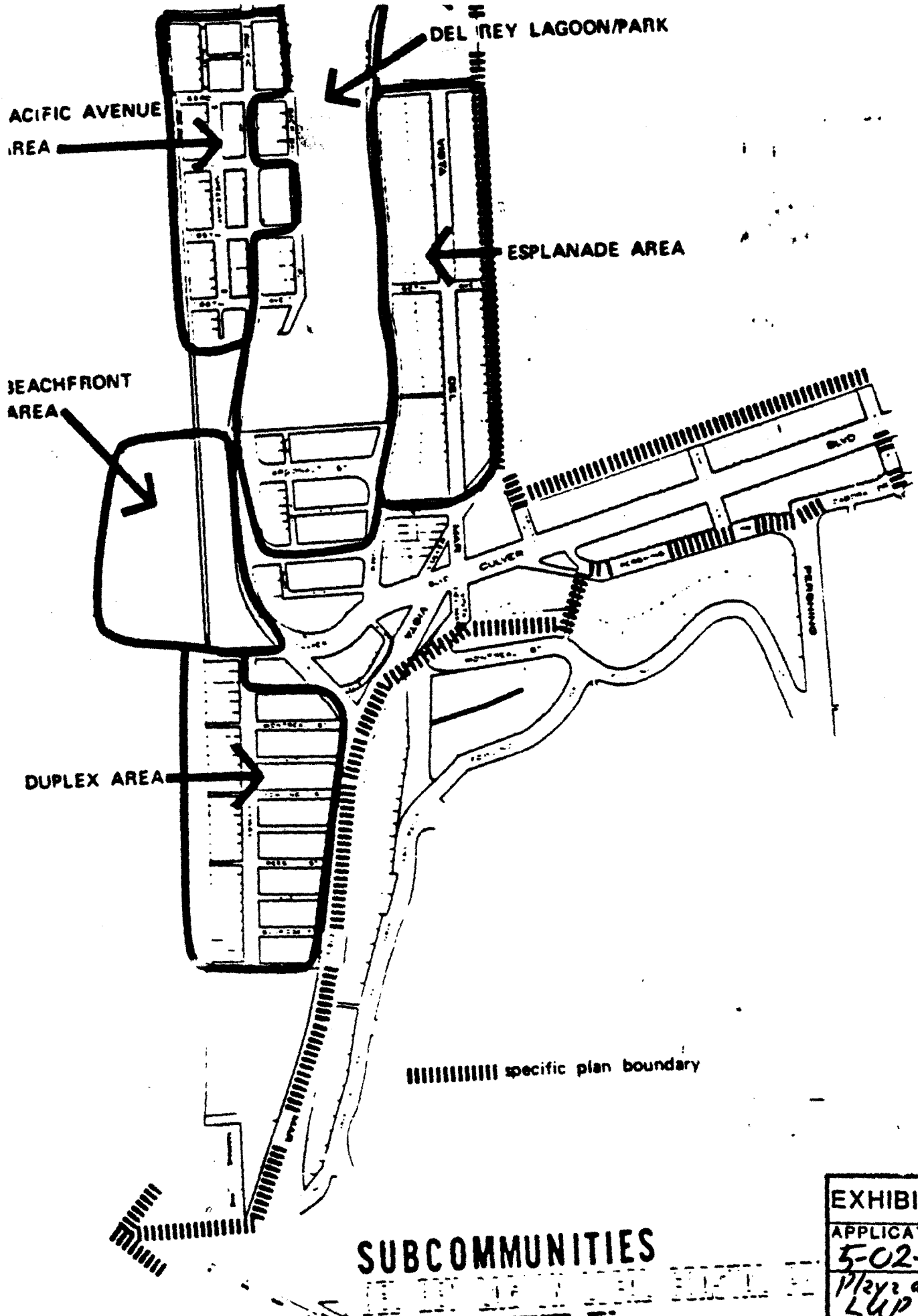


ROOFPLAN
SCALE 1/8"=1'-0"



SECOND FLOOR PLAN
SCALE 1/8"=1'-0"

EXHIBIT NO.	7
Application Number	5-02-138
	Floor Plan
	2nd & Roof Plan



SUBCOMMUNITIES

EXHIBIT NO. 8
APPLICATION NO. 5-02-138
Playa del Rey LUP