

CALIFORNIA COASTAL COMMISSION

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



Th12c

Click here to go to
original staff report

ADDENDUM

DATE: June 6, 2016

TO: Coastal Commissioners and Interested Parties

FROM: South Coast District Staff

SUBJECT: **Addendum to Item Th12c:** Coastal Development Permit Application No. 5-15-2074 (Revello LLC), scheduled for the Commission meeting of June 9, 2016

I. REVISIONS TO THE STAFF REPORT

This addendum corrects height calculations on page 10 and page 15 of the staff report dated 5/20/16. Deleted language is identified in ~~strike through~~ and added language is identified in **bold underline**.

A. Change the final paragraph on page 10 (Project Location and Description) as follows:

Revello LLC requests a permit to construct a 2,086 square foot, 45-foot high single family home (**no higher than 28 feet higher than natural grade at any point**) and 396 square foot two-car garage on a 3,893 square foot undeveloped parcel. The proposed location is a steeply sloping hillside lot in the Castellammare tract of the Pacific Palisades district of the City of Los Angeles, approximately 300 feet inland of Will Rodgers State Beach (Exhibit 1 and Exhibit 2). The home is proposed within a 24-foot deep cut into the hillside, which would remove 1,850 cubic yards of soil and rock from an area on top of multiple historic landslides.

B. Change the second paragraph on page 15 (Visual Resources) as follows:

Although the project site and the adjacent parcels to the east are vacant, the parcels to the south, west, and north are developed with single family homes of varying sizes and architectural styles (Exhibit 1 and Exhibit 3). The proposed 2,086 square foot home is similar in size to other homes in the area. In order to minimize visual massing, the proposed home is cut into the slope with no portion higher than ~~20 feet above natural grade~~ (the maximum allowed by City code is 28-feet above **natural** grade). The proposed design will lower the profile of the structure, as opposed to a home with a raised foundation or an above grade pile/pier supported home that would appear much larger. The 45-foot height is higher than most homes on the subject block of Revello Drive, but is consistent

with other homes on steep hillside lots in the Castellammare tract. For example, the Commission approved two approximately 2,500 square foot, ~~45-foot~~ **39-foot** high homes at 17713 and 17719 Posetano Road, approximately 100 feet west of the site along the same ascending coastal bluff (5-08-269-W and 5-08-270-W; Beebe; see Exhibit 3). Additionally, the size and height of the project are consistent with the City of Los Angeles Baseline Hillside Ordinance, which is regulated by the City with the intent of preventing mansionization of hillsides and preserving the residential character of hillside neighborhoods.

II. PUBLIC CORRESPONDANCE

The Commission received three letters in opposition to the project, included herein, which are similar to the objections included as Exhibit 4 of the staff report dated 5/20/16, and which identify geologic stability and visual resources issues which were analyzed in the staff report.

Marianne Perls
1744 Reedvale Lane
Los Angeles, California 90049
perlsdesign@gmail.com

Owner: 17638 Revello Drive
Pacific Palisades, CA., 90272

June 3, 2016

Zach Rehm
California Coastal Commission
South Coast District Office
200 Oceangate, 10th floor
Long Beach, Calif, 90802
(562) 590 5071

Application No. 5-15-2074
Applicant: Revello LLC
Location: 17639 Revello Dr, Pacific Palisades, 90272 (APN 4416-021-040)

RE: Case No: ZA 2014-0801 (CDP)(ZAD);CEQA No ENV3104-802-MND
Location: 17639 Revello Dr., Pacific Palisades, CA 90272
RESPONSE TO APPLICANT'S COASTAL DEVELOPMENT PERMIT

Dear Mr. Rehm,

Good morning. In the following pages, I am again appealing to you to revisit our neighborhood's concerns to protect and preserve this community by upholding the California Coastal Act, (in particular, code 30253 and 30251).

Please note that I just received this morning affirmation that the homes on Posetano that you refer to with a height of 45 feet high, are actually 39' feet high. PJ King, owner wrote; "I found the plans and if you look on the second page of this set of plans, you will see that the overall height from the plans is 39ft. I am very hopeful that you will now have additional reasons to revisit your recommendations.

Many thanks for your time and continued consideration is this very important issue to our neighborhood.

Adhere to CCA 30253: About a week ago, I sent you a letter requesting that you all please *reconsider your recommendation* to approve the 45 foot height of the proposed development located at 17639 Revello Drive. Although the height might meet the guidelines of the Hillside Ordinance *in general*, the height is still 45 feet high; **23 feet higher than the house directly across the street, or 30 feet higher than the single story homes that line the down-slope of Reedvale Lane, or 12 feet higher than the fewer number of three story homes in this area.** We simply do not have a home that is 45 feet tall in our area, nor am I aware that there is a home 4 stories high. In your 'recent staff report', you support the Zoning Administration's approval of this height. We did not receive the Zoning's Letter of Approval until after the appeal period had passed. We were told 'not to worry, that we would have an opportunity to present our case before the Commissioners. We are looking to you all to uphold CCA 30253 and 330251 and think our case is weakened by the fact the Zoning and Planning Administration did not have the opportunity to respond to our objections. Although the Hillside Ordinance justifies this height with special circumstances, we neighbors are still staring at a 45 foot high, 4 story home that is not consistent with the character nor the height of the surrounding community. We are baffled that your recommendation is focused on the Hillside Ordinance and not focused on upholding the California Coastal Act.

It is ironic to note that in **another proposed development, just 100 feet away:** In 2008, the Commission Executive Assistant 1, from West Los Angeles Area Planning Commission, James Williams, ***found that granting a 45 foot high development would not be consistent with the California Coastal Act # 30253:*** "(located at 17713 and 17719 Posetano Rd, Case No: ZA2007-1037-CDP-ZAD-1A the height of the structure as proposed would have a visual adverse impact upon the street and properties to the south, across Posetano Road. The house as designed would not conform with the character of the community and would be inconsistent with the intent of the code provision. Williams went on to say: " While the subject lot is substandard in size, this should not be used to justify a dwelling which is too large for the lot on which it is proposed." These two properties were completed in 2013 or 2014. They are the exhibits you used in your latest "Staff Report" to justify granting Mr. Diamond his request to build a 45 foot high home) These 2 homes *are 3 stories high* Respectfully I ask, how does a three story home justify building a 4 story home, 45 feet high? I have a phone call into the home owner asking him to verify the height of his home. The homeowner, PJ King sent me an email verifying that his home is three stories high, including the garage, with an open patio on the roof.

Brentwood-Pacific Palisades General Plan: Furthermore, in your staff report or our conversations on the telephone, you state that the approval of a 45 foot high house is consistent with the Brentwood-Pacific Palisades Community General Plan. However, according to Mr. Williams, the General Plan includes the following objective and policies:

Objective 1-3: to preserve and enhance the varied and distinct residential character and integrity of existing residential neighborhoods.

Policy 1-3.1 Seek a higher degree of architectural compatibility and landscaping for new development to protect the character and scale of existing residential neighborhoods.

Given these guidelines, Mr. Williams concluded in his findings that the proposed 45 foot high step-up "project has been designed at a height and scale which is not consistent with the intent of the provision. The design will not preserve nor enhance the residential character or integrity, nor will it be architecturally compatible in scale with the neighborhood.

Mitigate: We would like Mr. Diamond to redesign his investment to a maximum height of 3 stories so that the new home is more consistent in height, size and character of the surrounding community. Such guidelines will keep the size and character of our community more intact, something that is so vitally important to all surrounding neighbors. Again, we want to ***avoid setting a precedent*** that will ensure future 4 story 45 feet high homes.. How is the Coastal Commission protecting and preserving the surrounding community if they approve this recommended height?

Safety and Volatility When a recognized volatile, unsafe, hazardous piece of property is being developed, is it not correct that the City and Coastal Commission have a responsibility to ensure that certain means will be required of the developer to protect the surrounding properties from harms way? It is not reassuring that Mr. Diamond responds to this concern by writing he will "protect the neighbors from excessive noise and the effects of a new construction project within reason". I question if he really understands what it takes *to build on an active landslide*.

In 2002, the California Coastal Commission saw to it that our community was protected from harms way. In this case the development was eventually denied:

The staff recommends that the Commission, after public hearing, determine that a **substantial issue exists** with respect to the proposed project's conformance with the Chapter 3 policies of the Coastal Act for the following reasons:

The local coastal development permit allows construction of a single family home on an active landslide. While the permit acknowledges the difficulties of construction in a hazardous location, ***the City of Los Angeles did not adequately assure that the proposed project would minimize the risk to life and property in an area of high geologic hazard and assure stability and structural integrity, nor does the permit assure that the proposed project would not contribute to erosion, geologic instability, or destruction of the site or surrounding areas.*** Finally, the permit requires the construction of protective devices that would substantially alter natural landforms

17633 Castellammare Rd. (Ben Leeds property) this lot is on the same active landslide that Mr. Diamond's property is on. Between Posetano and Castellammare

I hope you understand why we are all so concerned about how Mr. Diamond proposes to build his project and how he plans to keep our surrounding area out of harms way. Furthermore, because of the significant landslide that is only 250 feet east of this proposed project (1960's), Castellammare, Revello and Posetano Roads no longer run through to Sunset Blvd. There is only one way in and one way out of Castellammare.

Condemned vacant lots next to proposed development: Did the Coastal Commission ever find out why 17639 Revello was not condemned along with the adjoining 3 or 4 vacant properties east of this property? These lots are all part of the same active landslide that failed in the early 1960s down to the toe of Revello and east of Posetano Rd.. The Santa Monica Mountain Conservancy now owns these condemned properties. We were told by Councilperson, Cindy Miscicowski not to worry, that these properties, (including 17639) *were too dangerous to build on* and would never be developed. Can you find this information out for us?

Finally, would you please *provide me with the name of your Permit Advisor, the Commissioner (s) involved in this decision, as well as the name of your Supervisor for the staff report.* I apologize in advance for being possibly, overly assertive, but imagine if you were in my shoes: My 94 year old mother lives directly across the street and below this proposed development. Without physical and financial protection being set in place (before construction begins,) there will be many homes stationed in harms way, completely unprotected.

Since first learning of Mr. Diamond's proposed development, our surrounding neighbors have always been concerned about their safety and the ability to get in and out of their property while the proposed property is under construction. Will the developer/City/ Coastal Commission protect our neighborhood from harms way (both physically and financially) ?. We have thought positively that with the California Coastal Act in place, the City and Coastal Commissioners would enforce CCA 30253 and along the guidelines of the General Plan of Brentwood and Pacific Palisades as mentioned above, we would be able to protect and preserve our surrounding community. To date, neither one of these vital issues have been secured.

"The California Supreme Court has recognized that zoning regulations confer rights Community v. County of Los Angeles, 11 Cal.3d 506,517 (1974). In that regard, zoning regulations are "similar in some respects to a contract; each party forgoes rights to use its land as it wishes in return for the assurance that the use of neighboring property will be similarly restricted, the rationale being that such mutual restriction can enhance total community welfare."*id.* The integrity of a zoning scheme thereby depends upon the critical reciprocity whereby all properties within a zone are subject to the same restrictions. *Id.* at 518

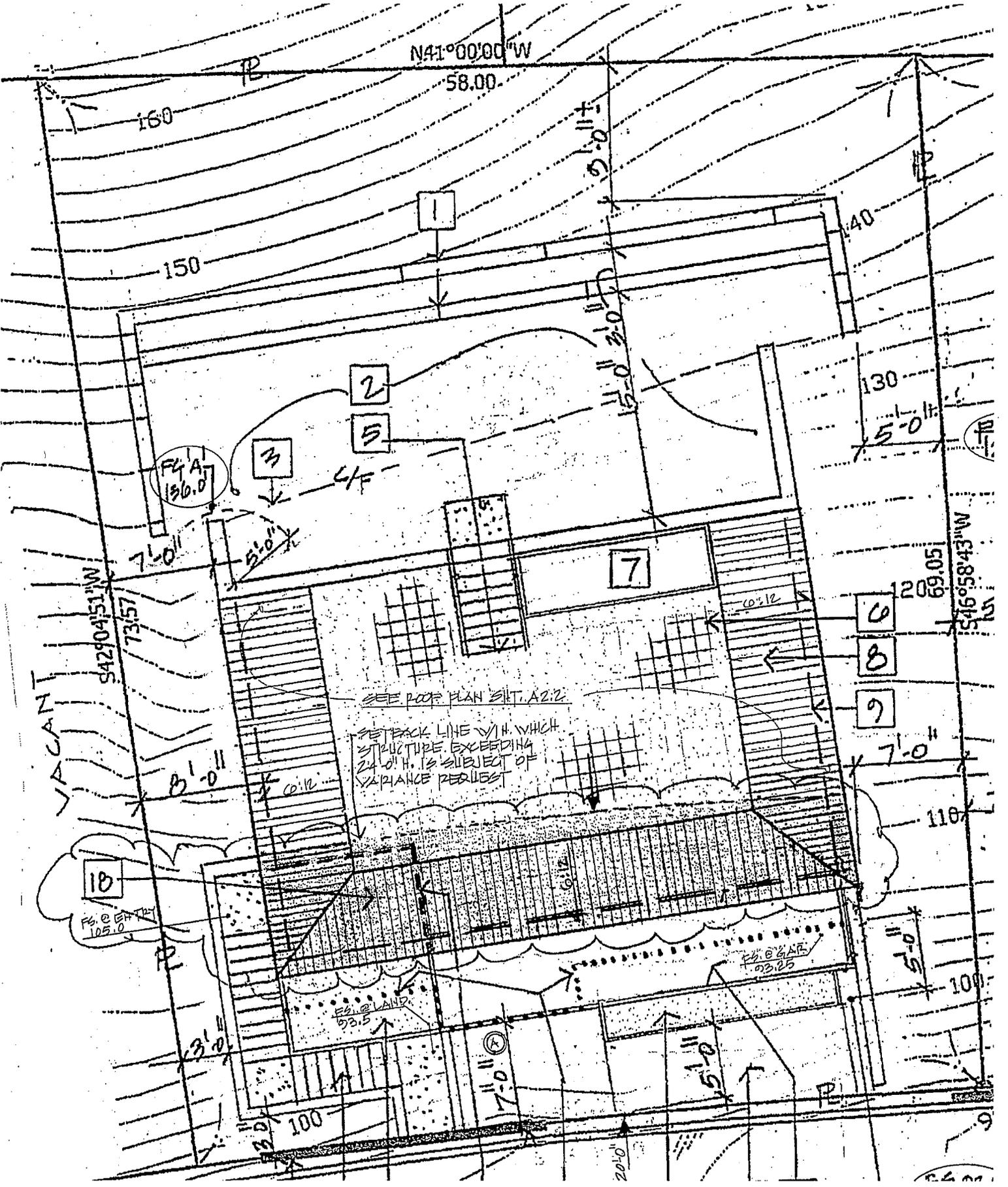
We hope, with the deepest respect to all the difficult decisions you must make on a daily basis, that these two very, important issues are revisited by your staff and Commissioners.

Many thanks for your time and consideration,

Sincerely,

Marianne Perls...

P.S. Please send me the names and email addresses of your Permit Advisor, Commissioners and Supervisor for the Staff Report, that are involved in this case. Thank You!!



N41°00'00"W

58.00

160

150

140

130

5'-0"

20.05

S46°58'43"W

110

100

9

1

2

5

F4 A
136.0

3

4/F

7

6

8

9

10

F2 E
105.0

SEE ROOF PLAN SHT. A2.2

SETBACK LINE WITH WHICH
STRUCTURE EXCEEDING
24'-0" H. IS SUBJECT OF
VARIANCE REQUEST

F2 B
03.25

F2 B
03.5

VACANT

S42°04'51"W

73.57

7'-0"

5'-0"

8'-0"

0'-12"

0'-12"

7'-0"

3'-0"

0'-12"

3'-0"

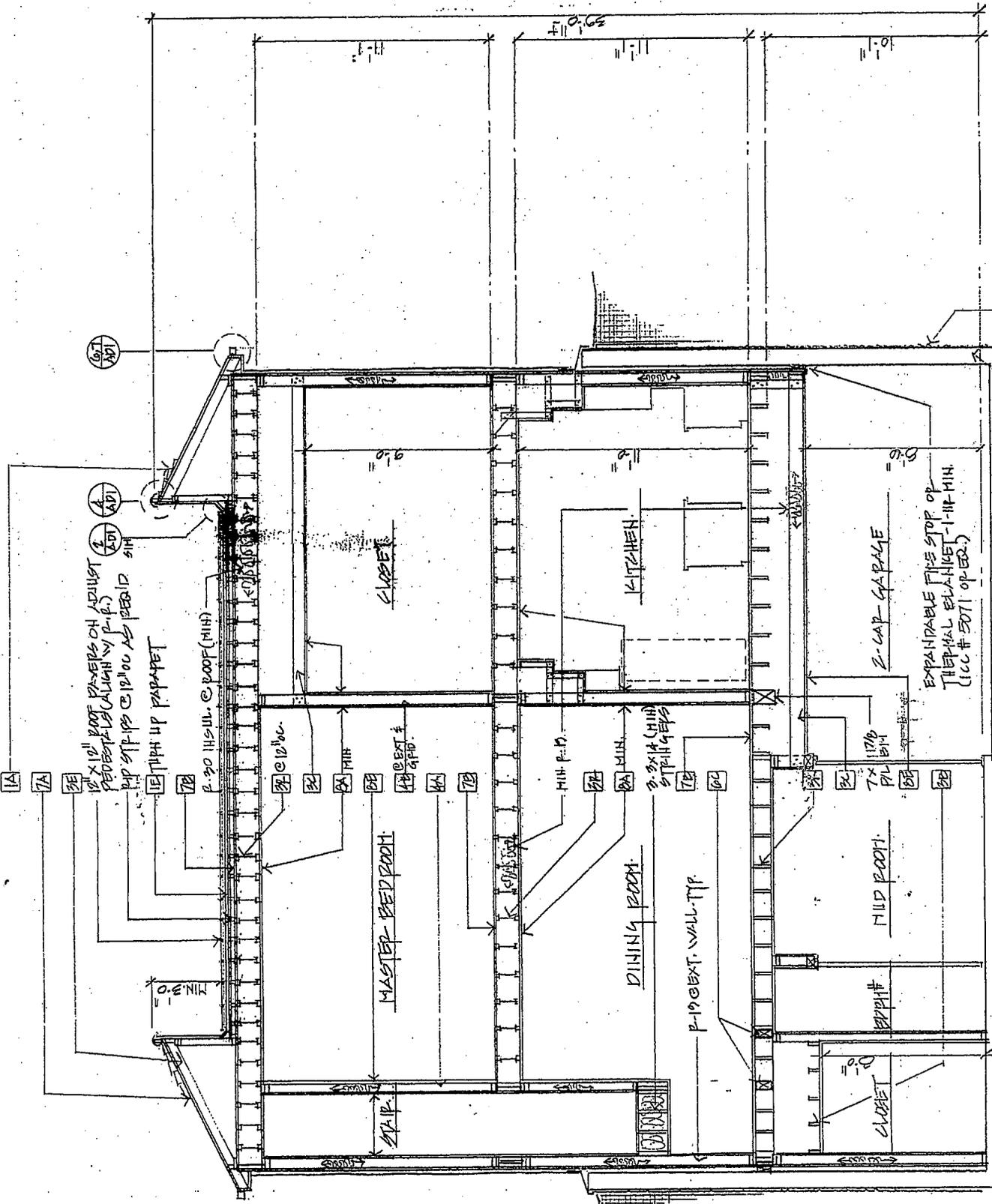
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7'-0"

15'-0"

5'-0"

20'-0"



12" X 12" ROOF BRACKERS ON ADJUST
 PEDSTALS (ALUMINUM P.P.S.)
 P.P.S. ST. IPS @ 12" O.C. AS PER I.D.
 1" TYP. UP PARAPET

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EXPANDABLE FIRE STOP OF
 THERMAL BLENKET 1" MIN.
 (ICC # 5071 OR EQ.)
 SEE SPLIT DWGS FOR FOUND.
 MEMBRANE WATER STOPPING PER
 SPLIT DWGS.

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Marianne Perls
1744 Reedvale Lane
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Owner: 17638 Revello Drive
Pacific Palisades, CA, 90272

May 23, 2016

Zach Rehm
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(562) 590 5071

Application No. 5-15-2074

Applicant: Revello LLC

Location: 17639 Revello Dr, Pacific Palisades, 90272 (APN 4416-021-040)

RE: Case No: ZA 2014-0801 (CDP)(ZAD);CEQA No ENV3104-802-MND

Location: 17639 Revello Dr., Pacific Palisades, CA 90272

RESPONSE TO APPLICANT'S COASTAL DEVELOPMENT PERMIT

Dear Mr. Rehm,

Thank you for sending us a copy of your 'Staffs Letter of Recommendation'.

Clearly, a great deal of thought went into all your decision-making. And I thank you for being so conscientious in that process. I understand the need for change, and the rights of landowners to develop their land. So here comes the "but" ... but I still do not understand how a 4 story (45' high) building could be approved in a community that is primarily 1 and 2 stories (or 2 and 3 stories high when including the garage) ... but certainly no more than 36 feet high in those few homes built. How is the height of homes being preserved by approving a never before approved 4 story home ? (even if the proposed home is slightly stepped back into the slope, this home will tower over our neighborhood. Not even the homes we discussed yesterday, (along the cliff) are more than two stories high.

I am heart sickened by this decision because it opens the door now for other 4 story buildings to be built, and could potentially block the views of other homes. This decision to approve such height, will certainly change the character of this community.)

We so wish that your committee and you would reconsider this decision. We homeowners thought, following the guidelines of the California Coastal Commission Act, that the height of the proposed home would conform to the surrounding area: the worst outcome: no more than 36 feet (3 stories) like the other few surrounding homes. (3 homes on Revello facing east (next to my mothers, are 1 story homes. My mother's home, directly across the street, is a 2 story spanish and is 23 feet high. Ava's home, north facing, (next to the public stairs) is 2 story. My mothers home is basically half the height of Mr. Diamond's proposed 45' high home. As you rightly pointed out, the 45 feet meets the requirements of the Hillside Ordinance. But following my way of thinking, just because such a height is allowed, does not mean it can or should be applied to all circumstances. In this case, approving such a height does not conform to the California Coastal Act of preserving the character and size (height) of the surrounding community.

Please let me know your thoughts on this.. You have a lot of very disheartened homeowners here. We all rallied when we read the Coastal Commission Act. We have rallied for over 2 years with the goal of protecting our community. Thought our little community would be protected from over zealous developers.

We just do not understand how the Coastal Commission Act is being upheld by allowing this developer to build a house that is one story higher than all the other homes built here.

On behalf of so many of the homeowners in this little area, we profoundly hope you reconsider this decision.

Most Sincerely,

Marianne Perls

5-15-274
4416 021040

☒ Alice M. Beagles - 17446 Revello Drive, Pacific Palisades, CA 90272.

California Coastal Commission

200 Ocean Gate Tenth Floor

Long Beach, California. 90802-4406

COASTAL PERMIT 5 15 2074

I have enclosed a map of our Castellammare area of Pacific Palisades. The area is very beautiful, quiet, and its first buildings date from the 1920's. But there are good reasons why there are so many empty lots. Situated on coastal bluffs on roads laid out before compacting was widely practiced, it has been plagued with landslides.

On this map of the area I have marked some ground movements near the proposed building at 17639 Revello Drive. The site is between the circled number 6, and the word "landslide." When this particular slide damaged and closed Tramonto Drive, the residents had only one way off the mesa while Los Angeles City built a bridge beneath the road to restore access. Three homes on Tramonto were damaged so badly at the same time they had to be removed. These lots are still empty.

To the east, when a number of units in Ocean Woods, a one building condo complex, were damaged, all residents moved out while the center of the building was replaced by a steel framed repair. The road was closed for some time. This break occurred between the O in Ocean Woods and the D in Drive on the map, but the repair held, and the building is popular and attractive.

These landslides and their repairs cause many inconveniences, but the most devastating were financial. Landslide insurance is not widely available, and the refusal of banks to give mortgages was also a serious blow. It is expensive to build a single house in the hills with costs like geology reports that do not show. It is not surprising that there are lot owners who were defeated by the unexpected expenses and complications. Not approving this proposed building may be doing a favor for those requesting this permit. Our former City Councilman, Bill Rosenthal, said that there were lots in the hills that should never be built on.

Alice Beagles
May 26, 2016

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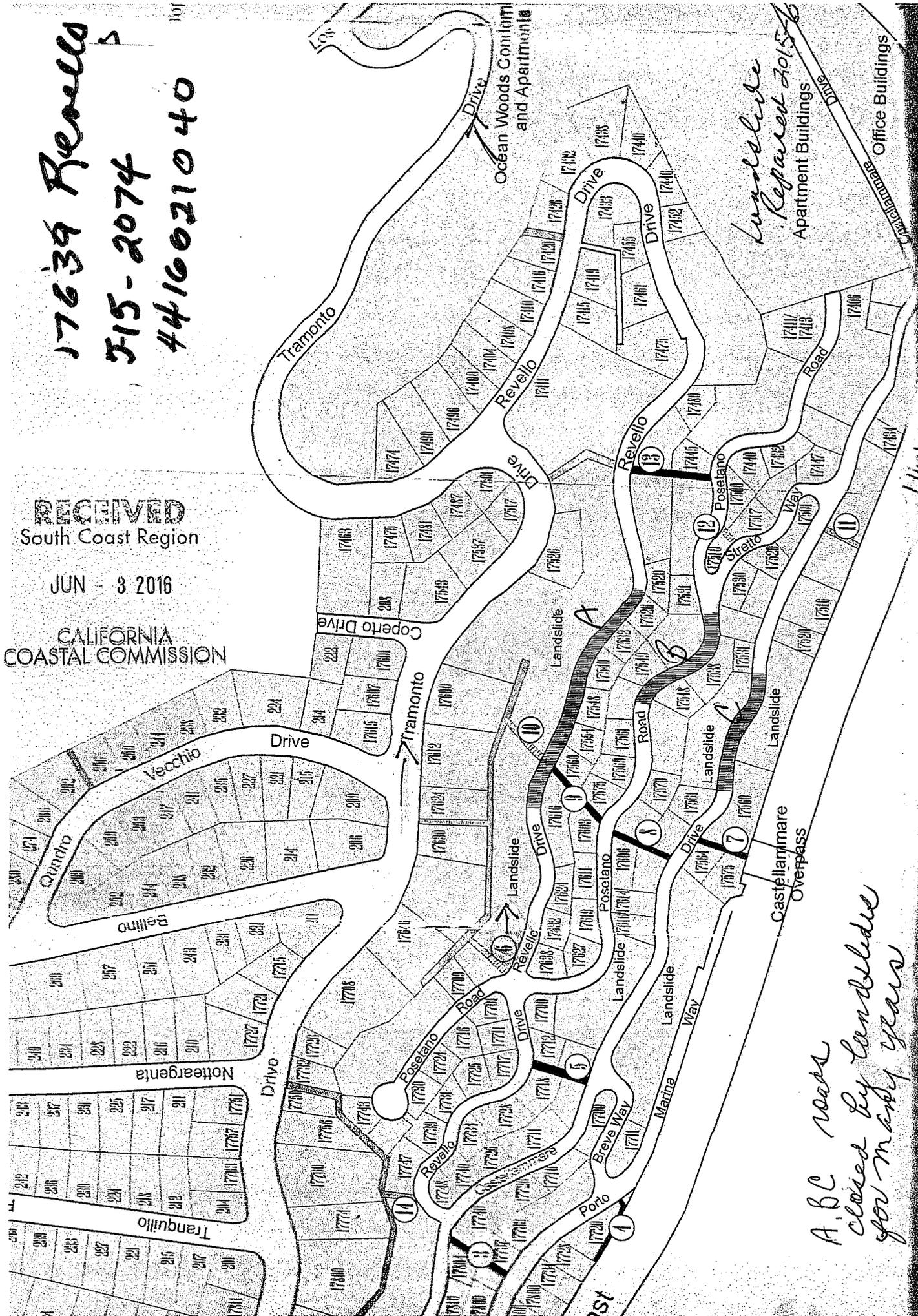
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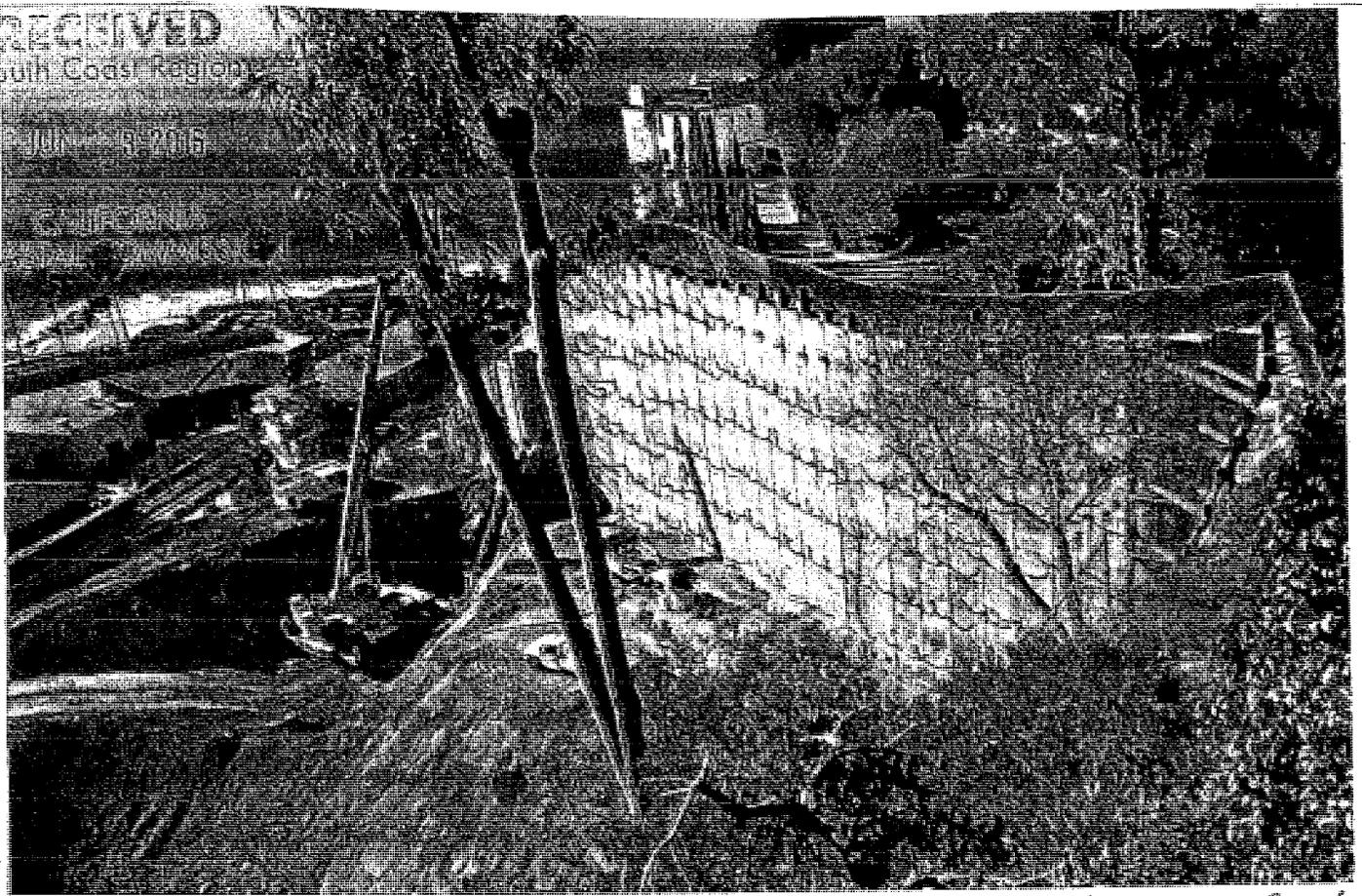
Landslide
Repaired 2015

A, B, C roads
closed by landslide
for many years

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A nearby site needing landslide repair before construction

This picture, taken last summer, shows what landslide repair and site preparation would be in residential

CALIFORNIA COASTAL COMMISSION

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**Th12c**

Filed:	1/7/16
180th Day:	7/5/16
Staff:	Z. Rehm-LB
Staff Report:	5/20/16
Hearing Date:	6/9/16

STAFF REPORT: REGULAR CALENDAR

Application No.	5-15-2074
Applicant:	Revello LLC
Agent:	Michael Lee Architects
Location:	17639 Revello Drive, Pacific Palisades, City of Los Angeles, Los Angeles County (APN 4416-021-040).
Project Description:	Construct 2,086 square foot, 45-foot high single family home and two car garage on vacant lot.
Staff Recommendation:	Approval with Conditions.

SUMMARY OF STAFF RECOMMENDATION

Revello LLC requests a permit to construct a new home and garage. The proposed location is a steeply sloping hillside lot in the Pacific Palisades district of Los Angeles, approximately 300 feet inland of Will Rodgers State Beach. The primary issue raised by the application is whether it minimizes risks to life and property and assures stability and structural integrity as required by Section 30253 of the Coastal Act. The home is proposed within a 24-foot deep cut into the hillside, which would remove 1,850 cubic yards of soil and rock from an area on top of multiple historic landslides. The applicant's geotechnical recommendation indicates that the proposed deepened pile, grade beam, shoring wall, and retaining wall foundation will increase the stability of the area under the home to a factor of safety of 1.5. The proposed development has received a local coastal development permit, has been found to be consistent with the Los Angeles Baseline Hillside Ordinance, and the foundation plans have been reviewed by the Grading Division of the Los Angeles Department of Building and Safety.

Opponents of the project assert that the proposed home cannot be safely constructed because the site is too steep. They assert that construction activities may destabilize the slope and increase risk of landslides and slope failure affecting adjacent properties. They also object to construction staging activities which may cause traffic on local streets and indicate that emergency vehicles may be

prevented from accessing the neighborhood during construction. Additionally, project opponents assert that the height and architectural style of the home are not consistent with the character of the residential area and the home will adversely affect public views from a public stairway adjacent to the site.

The applicant's geotechnical investigation indicates that the proposed project will improve the stability of the slope and will reduce the risk of landslides and slope failure. The applicant also notes that two other homes of similar size and architectural style have been safely constructed approximately 100 feet west of the subject site, utilizing similar grading and construction methods to those proposed as part of the subject project. The Los Angeles Department of City Planning and Los Angeles Councilmember Mike Bonin's office have indicated that the City will coordinate a final construction staging plan with the Department of Building and Safety and the Fire Department. The applicant has submitted a letter detailing his intent to plan and implement construction activities consistent with the requirements of the City of Los Angeles in a manner that will "protect the neighbors from excessive noise and the effects of a new construction project within reason."

Commission staff recommends **approval** of the proposed development with eight (8) special conditions requiring the applicant to 1) comply with the terms of the approved development; 2) submit a construction staging plan approved by the City of Los Angeles; 3) submit final plans consistent with the geotechnical recommendations; 4) submit an interim erosion control and construction best management practices plan; 5) submit a final drainage plan; 6) submit a final landscaping plan; 7) assume the risks of the development; and 8) record a deed restriction recording the terms of the permit as conditions, covenants, and restrictions on the property.

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APPENDICES

Appendix A - Substantive File Documents

EXHIBITS

Exhibit 1 – Vicinity Map
Exhibit 2 – Proposed Plans
Exhibit 3 – Photos
Exhibit 4 – Letters from Project Opponents
Exhibit 5 – Letter from Applicant

I. MOTION AND RESOLUTION

Motion:

I move that the Commission approve Coastal Development Permit No. 5-15-2074 pursuant to the staff recommendation.

Staff recommends a YES vote. Passage of this motion will result in approval of the permit as conditioned and adoption of the following resolution and findings. The motion passes only by affirmative vote of a majority of the Commissioners present.

Resolution:

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

This permit is granted subject to the following 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 applicant 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 on which the Commission voted on the application. 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 applicant to bind all future owners and possessors of the subject property to the terms and conditions.

III. SPECIAL CONDITIONS

This permit is granted subject to the following special conditions:

1. **Approved Development.** Coastal Development Permit 5-15-2074 permits the construction of a 2,086 square foot, 45-foot high single family home and 396 square foot two-car garage consistent with the following special conditions. All development must occur in strict compliance with the proposal as set forth in the application, subject to the special conditions. The proposed development is subject to the review and approval of the City of Los Angeles. This action has no effect on conditions imposed by a local government pursuant to an authority other than the Coastal Act, including the conditions of the City of Los Angeles Department of City Planning Case No. ZA-2014-0801(CDP)(ZAD) and the final conditions of the Grading Division of the City of Los Angeles Department of Building and Safety.

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-approved amendment to this coastal development permit unless the Executive Director determines that no amendment is legally required. In the event of conflict between the terms and conditions imposed by the local government and those of this coastal development permit, the terms and conditions of Coastal Development Permit 5-15-2074 shall prevail.

2. **Construction Staging Plan.** PRIOR TO ISSUANCE OF THE PERMIT, the applicant shall submit, for the review and approval of the Executive Director, three copies of a Construction Staging Plan approved by the City of Los Angeles. The applicant shall abide by all City rules and regulations regarding the use of City streets for transporting equipment and construction materials to and from the project site. Additionally, should construction staging activities be proposed on City streets or adjacent parcels which are not within the applicant's property, the applicant shall submit, for the review and approval of the Executive Director, documents from the City and/or adjacent property owners demonstrating a legal right to stage construction activities on areas not within the applicant's property. If the staging of construction vehicles and equipment is proposed on City streets, the applicant shall obtain all required City permits for such activities, including but not limited to authorization from the Department of City Planning, the Department of Building and Safety, The Department of Transportation, the Fire Department, and the Police Department.
3. **Final Plans Conforming to Geotechnical Recommendations.** PRIOR TO ISSUANCE OF THE COASTAL DEVELOPMENT PERMIT, the applicant shall submit, for the review and approval of the Executive Director, three full sets of plans with evidence that an appropriately licensed professional has reviewed and approved all final design and construction plans (including grading plans, foundation plans, and drainage plans) and certified that each of those final plans is consistent with all the recommendations specified in the above-referenced report. All final plans shall be consistent with the recommendations contained in the C.Y. Geotech, Inc. report dated October 20, 2013, updated August 7, 2014. The applicant shall also comply with the recommendations of the City of Los Angeles Department of Building and Safety.
4. **Interim Erosion Control and Construction Best Management Practices Plan.** PRIOR TO ISSUANCE OF THE COASTAL DEVELOPMENT PERMIT, the applicant shall submit for review and approval of the Executive Director, three copies of an Interim Erosion Control and

Construction Best Management Practices Plan, prepared by licensed civil engineer or qualified water quality professional. The consulting civil engineer/water quality professional shall certify in writing that the Interim Erosion Control and Construction Best Management Practices Plan is in conformance with the following requirements:

A. Erosion Control Plan

- i. The plan shall delineate the areas to be disturbed by grading or construction activities and shall include any temporary access roads, staging areas and stockpile areas. The natural areas on the site shall be clearly delineated on the plan and on-site with fencing or survey flags.
- ii. Include a narrative report describing all temporary run-off and erosion control measures to be used during construction.
- iii. The plan shall identify and delineate on a site or grading plan the locations of all temporary erosion control measures.
- iv. The plan shall specify that grading shall take place only during the dry season (April 1 – October 31). This period may be extended for a limited period of time for the protection of life or property, if approved by the Executive Director. The applicant shall install temporary drains and swales, sand bag barriers, silt fencing, and shall stabilize any stockpiled fill with geofabric covers or other appropriate cover, install geotextiles or mats on all cut or fill slopes, and close and stabilize open trenches and holes as soon as possible.
- v. The erosion control measures shall be required on the project site prior to or concurrent with the initial grading operations and maintained throughout the development process to minimize erosion and sediment from runoff waters during construction.
- vi. The plan shall include the installation of a temporary fence at the toe of the slope (next to the channel bank) to reduce the potential for debris to enter the stream bed channel.
- vii. The applicant shall immediately remove any debris that falls from the project site into the channel. The stream bed shall be checked daily to ensure that it is kept clear of sediment and debris from the project site.
- viii. The plan shall also include temporary erosion control measures should grading or site preparation cease for a period of more than thirty (30) days, including but not limited to: stabilization of all stockpiled fill, access roads, disturbed soils and cut and fill slopes with geotextiles and/or mats, sand bag barriers, silt fencing; temporary drains and swales and sediment basins. The plans shall also specify that all disturbed areas shall be seeded with native grass species and include the technical specifications for seeding the disturbed areas. These temporary erosion control measures shall be monitored and maintained until grading or construction operations resume.

B. Construction Best Management Practices

- i. No 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.

- ii. No 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.
- iii. Construction debris and sediment shall be removed from work areas each day that construction occurs to prevent the accumulation of debris that may be discharged into coastal waters.
- iv. All trash shall be disposed in the proper trash and recycling receptacles at the end of every construction day.
- v. The applicant shall provide adequate disposal facilities for solid waste, including excess concrete, produced during construction.
- vi. 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.
- vii. 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.
- viii. 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.
- ix. The discharge of any hazardous materials into any receiving waters shall be prohibited.
- x. 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.
- xi. 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.
- xii. All BMPs shall be maintained in a functional condition throughout the duration of construction activity.

5. **Final Drainage Plan.** PRIOR TO ISSUANCE OF THE COASTAL DEVELOPMENT PERMIT, the applicant shall submit for review and approval of the Executive Director, three copies of a final Drainage Plan for the post-construction project site, prepared by a licensed civil engineer or qualified licensed water quality professional. The plan shall include detailed drainage and runoff control plans with supporting descriptions and calculations. The plan shall incorporate Best Management Practices (BMPs) including site design, source control and treatment control measures designed to reduce, to the maximum extent practicable, the volume, velocity and pollutant load of stormwater and dry weather runoff leaving the developed site. The consulting licensed civil engineer or qualified licensed professional shall certify in writing that the final Drainage Plan is in substantial conformance with the following minimum requirements:

- A. The plan shall incorporate appropriate Best Management Practices (BMPs) into the development, designed to reduce, to the maximum extent practicable, the volume, velocity and pollutant load of stormwater and dry weather flows leaving the developed site. The drainage system shall also be designed to convey and discharge runoff from the developed site in a non-erosive manner;
 - B. Irrigation and the use of fertilizers and other landscaping chemicals shall be minimized through the use of low-maintenance landscaping and efficient irrigation technology or systems;
 - C. Trash, recycling and other waste containers, as necessary, shall be provided. All waste containers anywhere within the development shall be covered, watertight, and designed to resist scavenging animals;
 - D. All slopes shall be stabilized in accordance with provisions contained in the Landscaping and/or Interim Erosion and Sediment Control Condition for this coastal development permit. The final drainage plans shall be designed and installed in conformance with the recommendations of the project consulting geotechnical engineer; and,
 - E. Should any of the project's surface or subsurface drainage/filtration structures or other BMPs fail or result in increased erosion, the applicant or successor-in-interest shall be responsible for any necessary repairs to the drainage/filtration system or BMPs 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.
6. **Final Landscaping Plan.** PRIOR TO ISSUANCE OF THE COASTAL DEVELOPMENT PERMIT, the applicant shall submit for review and approval of the Executive Director, three sets of a final Landscaping Plan, prepared by a licensed landscape architect or a qualified resource specialist. The final Landscaping Plan shall be reviewed and approved by the consulting geotechnical expert to ensure that the plans are in conformance with the consultants' recommendations. The consulting landscape architect or qualified landscape professional shall certify in writing that the final Landscape Plan is in conformance with the following requirements:
- A. All graded & disturbed areas on the subject site shall be planted and maintained for erosion control purposes within thirty (30) days of receipt of the certificate of occupancy for the residence. To minimize the need for irrigation all landscaping shall consist of native, drought tolerant plants, as listed by the California Native Plant Society, Santa Monica Mountains Chapter, in their document entitled Recommended List of Plants for Landscaping in the Santa Monica Mountains, dated February 5, 1996. All native plant species shall be of local genetic stock. No plant species listed as problematic and/or invasive by the California Native Plant Society (<http://www.CNPS.org/>), the California Invasive Plant Council (formerly the California Exotic Pest Plant Council) (<http://www.cal-ipc.org/>), or as may be identified from time to time by the State of California shall be employed or allowed to naturalize or persist on the site. No plant species listed as a

“noxious weed” by the State of California or the U.S. Federal Government shall be utilized within the property.

- B. Landscaping along the western edge of the property shall be maintained at a height of no higher than five feet above natural grade, as measured from the public stairway to the west of the property. Plantings shall be trimmed regularly to maintain public views from the public stairway towards the Pacific Ocean.
- C. Plantings will be maintained in good growing condition throughout the life of the project and, whenever necessary, shall be replaced with new plant materials to ensure continued compliance with applicable landscape requirements;
- D. Rodenticides containing any anticoagulant compounds (including, but not limited to, Warfarin, Brodifacoum, Bromadiolone or Diphacinone) shall not be used.
- E. If using potable water for irrigation, the project shall use water-conserving emitters (e.g. microspray) and drip irrigation. Use of weather-based irrigation controllers and reclaimed water for irrigation is encouraged.

The applicant shall undertake development in accordance with the final Landscaping Plan approved by the Executive Director. Three years from the date of the receipt of the Certificate of Occupancy for the home, the applicant shall submit to the Executive Director a landscape monitoring report, prepared by a licensed Landscape Architect or qualified Resource Specialist, that certifies the on-site landscaping is in conformance with the Landscaping Plan approved pursuant to this special condition. The monitoring report shall include photographic documentation of plant species and plant coverage.

If the landscape monitoring report indicates the landscaping is not in conformance with or has failed to meet the requirements specified in this condition, the applicant, or successors in interest, shall submit, within thirty (30) days of the date of the monitoring report, a revised or supplemental landscaping plan, certified by a licensed Landscape Architect or a qualified Resource Specialist, that specifies additional or supplemental landscaping measures to remediate those portions of the original plan that have failed or are not in conformance with the original approved plan. This remedial landscaping plan shall be implemented within thirty (30) days of the date of the final supplemental landscaping plan and remedial measures shall be repeated as necessary to meet the requirements of this condition.

- 7. **Assumption of Risk, Waiver of Liability, and Indemnity.** By acceptance of this permit, the applicant acknowledges and agrees (i) that the site may be subject to hazards from bluff and slope instability, sea level rise, erosion, landslides and wave uprush or other tidal induced erosion; (ii) to assume the risks to the applicant and the property that is the subject of this permit of injury and damage from such hazards in connection with this permitted development; (iii) to unconditionally waive any claim of damage or liability against the Commission, its officers, agents, and employees for injury or damage from such hazards; and (iv) to indemnify and hold harmless the Commission, its officers, agents, and employees with respect to the Commission’s approval of the project against any and all liability, claims, demands, damages, costs (including costs and fees incurred in defense of such claims), expenses, and amounts paid in settlement arising from any injury or damage due to such hazards.

8. **Deed Restriction.** PRIOR TO ISSUANCE OF THE COASTAL DEVELOPMENT PERMIT, the applicant shall submit to the Executive Director for review and approval documentation demonstrating that the applicant has executed and recorded against the parcel(s) governed by this permit a deed restriction, in a form and content acceptable to the Executive Director: (1) indicating that, pursuant to this permit, the California Coastal Commission has authorized development on the subject property, subject to terms and conditions that restrict the use and enjoyment of that property; and (2) imposing the Special Conditions of this permit as covenants, conditions and restrictions on the use and enjoyment of the Property. The deed restriction shall include a legal description of the entire parcel or parcels governed by this permit. The deed restriction shall also indicate that, in the event of an extinguishment or termination of the deed restriction for any reason, the terms and conditions of this permit shall continue to restrict the use and enjoyment of the subject property so long as either this permit or the development it authorizes, or any part, modification, or amendment thereof, remains in existence on or with respect to the subject property.

IV. DUAL PERMIT JURISDICTION AREA

Within the areas specified in Section 30601 of the Coastal Act, which is known in the City of Los Angeles permit program as the *Dual Permit Jurisdiction* area, the Coastal Act requires that any development which receives a local coastal development permit also obtain a second (or “dual”) coastal development permit from the Coastal Commission. For projects located inland of the areas identified in Section 30601 (i.e., projects in the *Single Permit Jurisdiction* area), the City of Los Angeles local coastal development permit is the only coastal development permit required.

The proposed project site is located within the *Dual Permit Jurisdiction* area in the City of Los Angeles. On October 5, 2015, the City of Los Angeles Zoning Administrator approved local Coastal Development Permit No. ZA-2014-0801(CDP)(ZAD). The City reported its final action to the Coastal Commission on October 27, 2015 and there were no appeals within the 20 day appeal period. A permit from the Commission is required to compliment the local coastal development permit issued by the City of Los Angeles. Chapter 3 of the Coastal Act is the standard of review.

IV. FINDINGS AND DECLARATIONS

A. PROJECT LOCATION AND DESCRIPTION

Revello LLC requests a permit to construct a 2,086 square foot, 45-foot high single family home and 396 square foot two-car garage on a 3,893 square foot undeveloped parcel. The proposed location is a steeply sloping hillside lot in the Castellammare tract of the Pacific Palisades district of the City of Los Angeles, approximately 300 feet inland of Will Rodgers State Beach (**Exhibit 1** and **Exhibit 2**). The home is proposed within a 24-foot deep cut into the hillside, which would remove 1,850 cubic yards of soil and rock from an area on top of multiple historic landslides. Shoring walls, retaining walls, and soldier piles are proposed to stabilize the slope during and following grading activities. In order to stabilize the new home, the applicant proposes to install 30-inch diameter rebar and concrete soldier piles and 24-inch diameter grade beams into bedrock under the footprint of the home at a depth at least

12 feet below the historic landslides. The rear of the structure adjacent to the hillside would be designed to withstand debris flow and filter water away from the structure.

The sloped lot ascends approximately 50 feet up the hillside at a slope ranging from 1.5:1 to 2:1. According to the applicant's geotechnical investigation, the lower slope has been subject to multiple landslides. The slope is partially covered by coastal scrub vegetation native to the Santa Monica Mountains. Along Revello Drive, three upsloping lots to the west and four downsloping lots to the south are developed with single family homes (**Exhibit 3**). To the east are undeveloped lots along the same steep upsloping hillside partially covered by coastal scrub vegetation native to the Santa Monica Mountains and subject to the same historic landslide geologic conditions. The applicant has proposed native vegetation in raised planters at the east, south, and west sides of the home and a drainage swale at the north side.

B. GEOLOGIC HAZARD

Section 30253 of the Coastal Act states, in part:

New development shall:

- a) Minimize risks to life and property in areas of high geologic, flood, and fire hazard.*
- b) Assure stability and structural integrity, and neither create nor contribute significantly to erosion, geologic instability, or destruction of the site or surrounding area or in any way require the construction of protective devices that would substantially alter natural landforms along bluffs and cliffs.*

The applicant retained C.Y. Geotech, Inc. to conduct a geotechnical investigation, including multiple borings and a study of historic and recent landslides. The initial report was dated October 20, 2013, and was updated July 25, 2014 and revised August 7, 2014 following comments from the Grading Division of the Los Angeles Department of Building and Safety. The report indicates that the slope contains a top layer of colluvium (light brown silty sand and gravel). Below that, at depths up to 56 feet below grade, is fractured and sheared sandstone debris associated with historic landslides, as well as weathered and oxidized bedrock in some areas, considered unfavorable to gross slope stability. Competent bedrock was discovered below 56 feet. The geotechnical report indicates that the factor of safety of the area subject to the historic landslides is 0.51, which is unstable. The applicant's geotechnical recommendation indicates that the proposed deepened pile, shoring wall, and retaining wall foundation will increase the stability of the area under the home to a factor of safety of 1.5, which is consistent with the requirements of the Los Angeles Municipal Code and previous Commission permit actions in the Pacific Palisades.

The Grading Division reviewed and approved both the original and the updated geotechnical report, provided comments on the foundation design and the rear hillside debris walls, and approved the revised design on August 21, 2014 subject to conditions requiring construction and post-construction best management practices and compliance with the recommendations of the geotechnical engineering firm. The Grading Division conditional approval and the Coastal Development Permit from the City Planning Department each contained conditions addressing geotechnical issues with specific requirements for site preparation, grading, pile design, site drainage, and erosion control.

Recommendations regarding the design and installation of the foundational elements and drainage features have been provided in the above noted report. Adherence to the recommendations is necessary to ensure that the proposed foundation assures stability and structural integrity, and neither creates nor contributes significantly to erosion or geologic instability. Therefore, **Special Condition 1** requires the applicant to comply with the proposal as set forth in the application, subject to the other special conditions. Special Condition 1 further clarifies that the proposed development is subject to the review and approval of the City of Los Angeles. This action has no effect on conditions imposed by a local government pursuant to an authority other than the Coastal Act, including the conditions of the City of Los Angeles Department of City Planning Case No. ZA-2014-0801(CDP)(ZAD) and the final conditions of the Grading Division of the City of Los Angeles Department of Building and Safety.

In order to ensure that the applicant carries out the development in accordance with the final approved plans that provide maximum geologic stability, **Special Condition 3** requires the applicant to submit final plans with evidence that an appropriately licensed professional has reviewed and approved all final design and construction plans (including grading plans, foundation plans, and drainage plans) and certified that each of those final plans is consistent with all the recommendations specified in the above-referenced report. All final plans shall be consistent with the recommendations contained in the C.Y. Geotech, Inc. report dated October 20, 2013, updated August 7, 2014. The applicant shall also comply with the recommendations of the City of Los Angeles Department of Building and Safety.

Construction Methods

Project opponents argue that the project should be denied because of the potential for slope failure during construction. They assert that construction activities could destabilize the slope, increase the risk of landslides, and cause debris to cascade down onto adjacent properties. They also have questioned where the construction equipment and materials will be stored and how the foundation will be constructed on such a steep building site (**Exhibit 4**). These details are in the scope of local government review which has the staff, expertise, permitting and inspection requirements and personnel, and in general the ability to deal with the issues which are raised. The Grading Division of the Los Angeles Building and Safety has reviewed the project and determined that the site can be safely developed without adversely impacting the surrounding area, provided the geotechnical recommendations are applied.

The Los Angeles Department of City Planning and Los Angeles Councilmember Mike Bonin's office have indicated that the City will coordinate a final construction staging plan with the Department of Building and Safety and the Fire Department. The local coastal development permit issued by the City of Los Angeles has specific requirements limiting truck traffic, construction equipment, and construction vehicles to designated areas and requires the applicant to obtain approval of a final construction management plan from the Department of Building and Safety. The applicant has submitted a letter detailing his intent to plan and implement construction activities consistent with the requirements of the City of Los Angeles in a manner that will "protect the neighbors from excessive noise and the effects of a new construction project within reason" (**Exhibit 5**).

In order to ensure that the applicant and the City coordinate a construction staging plan which minimizes risks to life and property and does not adversely affect public access through the coastal neighborhood, **Special Condition 2** requires the applicant to submit, prior to issuance of the permit, a Construction Staging Plan approved by the City of Los Angeles. The applicant shall abide by all City rules and regulations regarding the use of City streets for transporting equipment and construction materials to and from the project site. Additionally, should construction staging activities be proposed

on City streets or adjacent parcels which are not within the applicant's property, the applicant shall submit, for the review and approval of the Executive Director, documents from the City and/or adjacent property owners demonstrating a legal right to stage construction activities on areas not within the applicant's property. If the staging of construction vehicles and equipment is proposed on City streets, the applicant shall obtain all required City permits for such activities, including but not limited to authorization from the Department of City Planning, the Department of Building and Safety, The Department of Transportation, the Fire Department, and the Police Department.

A concern has also been raised that the proposed project could be stopped in the middle of the grading or foundation construction phase, thus leaving the hillside in a vulnerable condition that could result in erosion. The City Department of Building and Safety has extensive experience in this matter, and prevents this scenario by requiring a bond for each grading permit it issues for work on hillsides like the project site. Pursuant to Los Angeles Municipal Code Section 91.7006.5, the applicant must post a bond to ensure that there are funds available to complete the foundation for the project and stabilize the slope to assure stability and prevent erosion. In order to reduce the risk of construction-induced slope failure, **Special Condition 4(A)(iv)** requires that all grading activities take place during the dry season (April 1 – October 31).

While the opponents' testimony may infuse some uncertainty regarding the safety of the project, the applicant has provided substantial evidence to support staff's conclusion that the proposed project will not cause actual significant harm to the adjacent property owners or the coastal neighborhood. The applicant has submitted plans and reports from geotechnical experts, which have been reviewed by the City of Los Angeles, all of which support a conclusion that the proposed project will not cause geologic hazards on the site.

Use of City Streets

The applicant has stated its intent to obtain street-use permits for the various construction stages of the project once the specific dates and staging areas have been identified by the builders. The City routinely permits builders to use portions of City streets during construction projects. Because of this, buildings of all sizes are constructed throughout the City, even along small streets within the most congested beach communities (e.g., Venice Beach) and along narrow hillside streets (Pacific Palisades) without significantly impacting the surrounding area. The Commission does not typically regulate the City's issuance of street-use permits.

The applicant also intends to move construction equipment to the site using City streets and transport graded material from the site to a disposal site outside the Coastal Zone utilizing trucks on City streets. The Commission is not in a position to know which streets the City will permit or not permit the applicant to use, and the use of the City streets for this proposed project is not a Coastal Act issue, as none of the likely staging areas abut Pacific Coast Highway or the Pacific Ocean. Many other construction projects have been completed in the Pacific Palisades, and the City has the expertise and the authority to regulate the use of its streets consistent with the needs of property owners, residents, and members of the public. As stated above, the Commission does not typically regulate the City's issuance of street-use permits. The Commission does, however, impose **Special Condition 2** which requires that the applicant abide by the City's use restrictions on the City Streets.

Conclusion

Section 30253 of the Coastal Act requires that new development minimize risks to life and property in areas of high geologic, flood, and fire hazard, and assure stability and structural integrity. The Coastal

Commission imposes special conditions on the permit in order to ensure that the development minimizes risks to life and property.

In order to assure stability and structural stability, **Special Condition 3** requires the applicant to submit plans demonstrating that an appropriately licensed professional has reviewed and approved all final design and construction plans (including grading plans, foundation plans, and drainage plans) and certified that each of those final plans is consistent with all the recommendations specified in the Geotechnical report. The applicant shall also comply with the recommendations of the City of Los Angeles Department of Building and Safety.

Special Conditions four through six are necessary to ensure that the development minimizes erosion caused by natural and manmade processes and that landscaping is maintained to maximize slope stability and enhance the scenic and visual qualities of the natural landform. **Special Condition 4** requires the applicant to submit an interim erosion control and construction best management practices plan prior to issuance of the permit, which is necessary to ensure slope stability during construction and maintain water quality. **Special Condition 5** requires the applicant to submit a final drainage plan prior to issuance of the permit, which shall filter water on-site and comply with the geotechnical recommendations regarding drainage and slope stability. In order to maximize slope stability, **Special Condition 6** requires the applicant to submit a final landscaping plan prior to issuance of the permit, which shall include only drought tolerant plants native to the Santa Monica Mountains, and which shall minimize irrigation with a drip or microspray system.

Under Section 30253 of the Coastal Act new development in areas of high geologic, flood, and fire hazard may occur so long as risks to life and property are minimized and the other policies of Chapter 3 are met. The Coastal Act recognizes that new development may involve the taking of some risk. When development in areas of identified hazards is proposed, the Commission considers the hazard associated with the project site and the potential cost to the public, as well as the individual's right to use his property. The applicant's geotechnical analysis has stated that the property is suitable for the proposed improvements from a geotechnical engineering and engineering geology standpoint provided that the recommendations are incorporated into the plans. However, the proposed project may still be subject to natural hazards such as slope failure and erosion. The geotechnical analysis does not guarantee that future erosion, landslide activity, and land movement will not affect the stability of the proposed project. Because of the inherent risks to development situated on sloping hillside lots, the Commission cannot absolutely acknowledge that the design of the pile, grade beam, shoring wall, and retaining wall system will protect the subject property during future storms, erosion, and/or landslides. Therefore, the Commission finds that the proposed project is subject to risk from erosion and/or slope failure and that the applicant should assume the liability of such risk.

The applicant may decide that the economic benefits of development outweigh the risk of harm which may occur from the identified hazards. However, neither the Commission nor any other public agency that permits development should be held liable for the applicant's decision to develop. Therefore, the Commission imposes **Special Condition 7** to require that the landowner or and any successor-in-interest assume the risk of undertaking the development, waive any claim of damage or liability against the Commission, and indemnify the Commission against future claims.

As conditioned, the Commission finds that the development conforms to the requirements of Coastal Act Section 30253 regarding the siting of development in hazardous locations.

C. VISUAL RESOURCES

Section 30251 of the Coastal Act states:

The scenic and visual qualities of coastal areas shall be considered and protected as a resource of public importance. Permitted development shall be sited and designed to protect views to and along the ocean and scenic coastal areas, to minimize the alteration of natural land forms, to be visually compatible with the character of surrounding areas, and, where feasible, to restore and enhance visual quality in visually degraded areas. New development in highly scenic areas such as those designated in the California Coastline Preservation and Recreation Plan prepared by the Department of Parks and Recreation and by local governments shall be subordinate to the character of the setting.

Although the project site and the adjacent parcels to the east are vacant, the parcels to the south, west, and north are developed with single family homes of varying sizes and architectural styles (**Exhibit 1** and **Exhibit 3**). The proposed 2,086 square foot home is similar in size to other homes in the area. In order to minimize visual massing, the proposed home is cut into the slope with no portion higher than 20-feet above natural grade (the maximum allowed by City code is 28-feet above grade). The proposed design will lower the profile of the structure, as opposed to a home with a raised foundation or an above grade pile/pier supported home that would appear much larger. The 45-foot height is higher than most homes on the subject block of Revello Drive, but is consistent with other homes on steep hillside lots in the Castellammare tract. For example, the Commission approved two approximately 2,500 square foot, 45-foot high homes at 17713 and 17719 Posetano Road, approximately 100 feet west of the site along the same ascending coastal bluff (5-08-269-W and 5-08-270-W; Beebe; see **Exhibit 3**). Additionally, the size and height of the project are consistent with the City of Los Angeles Baseline Hillside Ordinance, which is regulated by the City with the intent of preventing mansionization of hillsides and preserving the residential character of hillside neighborhoods.

Because the slope of the coastal bluff and the existing residential development in the area, the subject site is not visible from Pacific Coast Highway or any other scenic highway. There is a public stairway adjacent to the western boundary of the subject parcel (**Exhibit 3**). The stairway appears to have been constructed in the 1950s by the developers of the Castellammare tract; however it does not lead to any other public street. The stairway dead ends at the middle of the steep slope adjacent to the top (northwest corner) of the applicant's property. The stairway will not be affected by the project and will remain in its current condition following construction of the proposed home. Based on the project plans and a Commission staff site visit, existing views from the public stairway down to the Pacific Ocean will not be affected by the proposed home. Lateral views of the coastline (to the southwest) from the middle portion of the stairway will be obstructed by the home, but that would be the case with any home developed on the site. Lateral views from the top of the stairway, which is not a designated public viewpoint but is the highest point above the subject street where the most scenic coastal views are currently provided, will still be provided following construction of the home. In order to ensure that visual resources are not adversely affected by landscaping associated with the proposed project, **Special Condition 6(B)** requires that landscaping along the western edge of the property shall be maintained at a height of no higher than five feet above natural grade, as measured from the public stairway to the west of the property. Plantings shall be trimmed regularly to maintain public views from the public stairway towards the Pacific Ocean.

The Commission finds that the development is located within an existing developed area and, as conditioned, will be compatible with the character and scale of the surrounding area, consistent with Section 30251 of the Coastal Act.

D. ENVIRONMENTALLY SENSITIVE HABITAT AREA

The Commission has found that certain coastal bluffs and canyons in the Pacific Palisades area and Santa Monica Mountains are classified as Environmentally Sensitive Habitat Areas. Typically these areas are undeveloped and include extensive, connected habitat areas that are relatively undisturbed. The subject area is in a developed, subdivided location where homes, urban landscaping, and landslides have impacted habitat. For this reason, the Commission finds that the proposed project will not affect a sensitive habitat area. Therefore, the project, as conditioned is consistent with Section 30240 of the Coastal Act.

E. MARINE RESOURCES

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.

F. PUBLIC ACCESS

As conditioned to require the applicant to provide two vehicle parking spaces on-site and submit a final construction staging plan consistent with the requirements of the City of Los Angeles, the proposed development will not have any new adverse impact on public access to the coast or to nearby recreational facilities. Thus, as conditioned, the proposed development conforms with Sections 30210 through 30214, Sections 30220 through 30224, and 30252 of the Coastal Act.

G. DEED RESTRICTION

To ensure that any prospective future owners of the property are made aware of the applicability of the conditions of this permit, the Commission imposes **Special Condition 8** requiring the property owner to record a deed restriction against the property, referencing all of the above Special Conditions of this permit and imposing them as covenants, conditions and restrictions on the use and enjoyment of the Property. Thus, as conditioned, this permit ensures that any prospective future owner will receive actual notice of the restrictions and/or obligations imposed on the use and enjoyment of the land in connection with the authorized development, including the risks of the development and/or hazards to which the site is subject, and the Commission's immunity from liability.

H. LOCAL COASTAL PROGRAM (LCP)

Coastal Act section 30604(a) states that, prior to certification of a local coastal program ("LCP"), a coastal development permit can only be issued upon a finding that the proposed development is in conformity with Chapter 3 of the Act and that the permitted development will not prejudice the ability

of the local government to prepare an LCP that is in conformity with Chapter 3. The City of Los Angeles has neither a certified LCP nor a certified Land Use Plan for the Pacific Palisades area. As conditioned, the proposed development will be consistent with the Chapter 3 policies of the Coastal Act. Approval of the project, as conditioned, will not prejudice the ability of the local government to prepare a Local Coastal Program for the Pacific Palisades area that is in conformity with the provisions of Chapter 3 of the Coastal Act.

I. CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA)

Section 13096(a) 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)(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 which the activity may have on the environment.

The City of Los Angeles is the lead agency responsible for certifying that the proposed project is in conformance with the California Environmentally Quality Act (CEQA). On October 27, 2014 the City completed its CEQA analysis and issued a Mitigated Negative Declaration (ENV 2014-802-MND).

As conditioned by the City and this coastal development permit, there are no feasible alternatives or additional 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 conditioned to mitigate the identified impacts, is the least environmentally damaging feasible alternative and can be found consistent with the requirements of the Coastal Act to conform to CEQA.

SUBSTANTIVE FILE DOCUMENTS

1. Geotechnical and Geological Engineering Investigation. C.Y. Geotech, Inc. October 20, 2013. Updated July 25, 2014. Revised August 7, 2014.
2. City of Los Angeles local Coastal Development Permit ZA-2014-0801(CDP)(ZAD). October 5, 2015.
3. Waivers of Coastal Development Permit Requirements 5-08-269-W and 5-08-270-W (Beebe).

Vicinity Map: 17639 Revello Drive, Pacific Palisades, Los Angeles



Exhibit 1

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California Coastal
Commission

Photo: Google Maps

PROPERTY ADDRESS:

VACANT PROPERTY REVELLO DRIVE
PACIFIC PALISADES, CA

ASSESSOR'S PARCEL NO.:

4416-021-040 (LOS ANGELES COUNTY)

LEGAL DESCRIPTION:

LOT 1 IN BLOCK 8 OF CASTELLAMARE TRACT, AS PER MAP RECORDED IN BOOK 113, PAGES 3 TO 6 INCLUSIVE OF MAPS, IN THE CITY OF LOS ANGELES, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, IN THE OFFICE OF THE RECORDER OF SAID COUNTY.

BASIS OF BEARINGS:

THE BEARING OF N 60° 21' 17" W ALONG THE SIDELINE OF REVELLO DRIVE AS SHOWN ON CASTELLAMARE TRACT IN THE COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 113, PAGES 3 TO 8, IN THE OFFICE OF THE RECORDER OF SAID COUNTY, WAS USED AS THE BASIS OF BEARINGS FOR THIS SURVEY.

BENCH MARK:

ELEVATIONS SHOWN ON THIS MAP ARE BASED ON A TOPO SURVEY PROVIDED TO LAND AND AIR SURVEYING BY CLIENT.

NOTES:

1) THIS SURVEY WAS PERFORMED WITHOUT BENEFIT OF A TITLE REPORT. EASEMENTS, IF ANY, ARE NOT SHOWN ON THIS MAP.

2) PERTAINING TO SURVEY AND TOPO MAP, IF RETAINING WALLS OR SIMILAR STRUCTURES ARE TO BE DESIGNED FROM CONTOURS SHOWN ON THIS MAP, GROUND ELEVATIONS AT CRITICAL POINTS CONTROLLING THE DESIGN SHOULD BE VERIFIED BY DIRECT LOCATION AND LEVELS PRIOR TO FINAL DESIGN ADOPTION.

SLOPE ANALYSIS LEGEND:

- 0%-14.99% = 334 SQ.FT. x .50 = 167 SQ.FT.
- 15%-29.99% = 0.0 SQ.FT. x .45 = 0.0 SQ.FT.
- 30%-44.99% = 0.0 SQ.FT. x .40 = 0.0 SQ.FT.
- 45%-59.99% = 2,242 SQ.FT. x .35 = 785 SQ.FT.
- 60%-99.99% = 1,317 SQ.FT. x .30 = 395 SQ.FT.
- 100% = 0.0 SQ.FT. x .00 = 0.0 SQ.FT.
- STREET EASEMENT = 0.0 SQ.FT.



GROSS AREA = 3,893 SQ. FT. / 0.09 ACRES

NET AREA (GROSS MINUS STREET EASEMENTS AND SLOPES 1:1 AND STEEPER) = 3,893 SQ. FT. / 0.09 ACRES

ZONING: LAR1
EXISTING HOUSE AREA: N/A
EXISTING GARAGE AREA: N/A

TOTAL EXISTING BUILDING AREA: 0.0 SQ. FT.

RESIDENTIAL FLOOR AREA TOTAL: 1,347 SQ. FT.

20% BONUS AREA = 270 + 1,347 = 1,617

LEGEND:

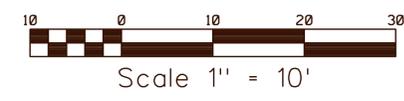
- PROPERTY LINE:
- STREET CENTERLINE:
- EASEMENT:
- MONUMENT:
- BASIS OF BEARINGS: (B.O.B.)
- ENCROACHMENT: (ENCR.)
- CLEAR: (CLR.)
- STREET LIGHT (ST.LT.):
- ASPHALT (A/C):
- BUILDING:
- CHAIN LINK FENCE (C.L.F.):
- WOOD FENCE:
- WIRE FENCE:
- WROUGHT IRON-FENCE:
- CONCRETE (CONC.):
- MANHOLE (M.H.):
- TREES: PINE PALM EUC OAK OTHER

Exhibit 2

Page 2 of 10



California Coastal Commission

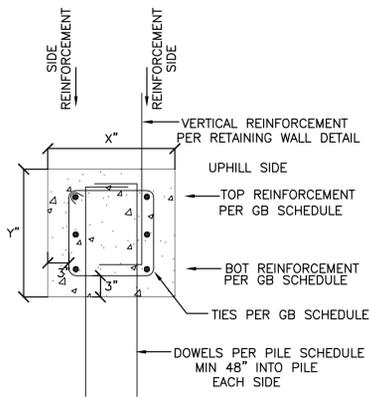


REVISIONS:		SURVEYED FOR:		SURVEYED BY:		SCALE:	CALC'D BY:
		DAVID DIAMOND 4207 S. HUDSON PKWY ENGLEWOOD, CO 80113		RCE 28034 DS, AS		1" = 10'	DS
		JOB NO: DIAMOND 112		SURVEY DATE: 9/18/2003		CHECK'D BY: NA	EASE BY: NA
		SHEET: 1 OF 1		EASEMENTS CHECK'D BY: NA			

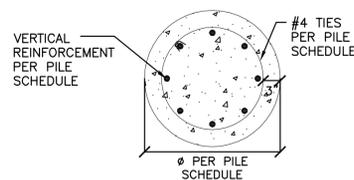


LAND & AIR SURVEYING
BOUNDARY - TOPOGRAPHIC - A.L.T.A. SURVEYS
SUBDIVISIONS - PARCEL MAPS
22741 PACIFIC COAST HIGHWAY
SUITE #400A
MALIBU, CA 90265
BUSINESS (310) 456-9381
FAX (310) 456-9821





GRADE BEAMS SCHEDULE					
GB	SIZE X"X Y"	BOT REINF.	SIDE REINF.	TOP REINF.	TIES
GB21	24"x24"	2-#6	2-#6	2-#6	#4 @ 7" O.C.
GB22	24"x24"	2-#6	2-#6	2-#6	#4 @ 7" O.C.
GB22A	24"x24"	2-#6	2-#6	2-#6	#4 @ 7" O.C.
GB26A	24"x24"	2-#6	2-#6	2-#6	#4 @ 7" O.C.
GB27	24"x24"	2-#6	2-#6	2-#6	#4 @ 7" O.C.
GB28	24"x24"	2-#6	2-#6	2-#6	#4 @ 7" O.C.
GB29	24"x24"	2-#6	2-#6	2-#6	#4 @ 7" O.C.
GB30	24"x24"	2-#6	2-#6	2-#6	#4 @ 7" O.C.
GB31	24"x24"	2-#6	2-#6	2-#6	#4 @ 7" O.C.
GB32	24"x24"	2-#6	2-#6	2-#6	#4 @ 7" O.C.
GB33	24"x24"	2-#6	2-#6	2-#6	#4 @ 7" O.C.
GB34	68x24"	4-#6	2-#6	4-#6	#4 @ 7" O.C.



PILES SCHEDULE					
PILE	Ø	VERTICAL STEEL	TIES	MIN EMB INTO BEDROCK*	DOWELS FROM PILE TO GB
SP10	30"	9-#9	#4 TIES @ 6" O.C.	13'	4-#9 EACH SIDE
SP11	30"	9-#9		13'	4-#9 EACH SIDE
SP12	30"	9-#9		13'	4-#9 EACH SIDE
SP13	36"	21-#9		18'	4-#9 EACH SIDE
SP14	30"	17-#9		16'	4-#9 EACH SIDE
SP14A	30"	9-#9		13'	4-#9 EACH SIDE
SP15	30"	9-#9		13'	4-#9 EACH SIDE
SP15A	24"	8-#8		10'	4-#9 EACH SIDE
SP16	24"	8-#8		10'	4-#9 EACH SIDE
SP17	24"	8-#8		10'	4-#9 EACH SIDE
SP18	30"	14-#9		16'	4-#9 EACH SIDE
SP19	30"	14-#9		16'	4-#9 EACH SIDE
SP20	30"	12-#8		14'	4-#9 EACH SIDE
SP21	30"	12-#8		14'	4-#9 EACH SIDE
SP22	30"	12-#8		14'	4-#9 EACH SIDE
SP22A	30"	14-#8		15'	4-#9 EACH SIDE
SP23	24"	9-#9		13'	4-#9 EACH SIDE
SP26A	24"	12-#8		14'	4-#9 EACH SIDE
SP27	24"	12-#8		14'	4-#9 EACH SIDE
SP28	24"	12-#8		14'	4-#9 EACH SIDE
SP29	24"	12-#8		14'	4-#9 EACH SIDE
SP30	24"	12-#8		14'	4-#9 EACH SIDE
SP31	24"	12-#8		14'	4-#9 EACH SIDE
SP32	24"	12-#8		14'	4-#9 EACH SIDE
SP33	24"	12-#8		14'	4-#9 EACH SIDE
SP34	24"	12-#8		14'	4-#9 EACH SIDE

* OR BELOW LOWEST ADJACENT GRADE

NOTES:

- PROVIDE A WEEP SCREED FOR STUCCO AT THE FOUNDATION PLATE LINE A MINIMUM 4" ABOVE THE EARTH OR 2" ABOVE PAVED AREAS.
- HOLD-DOWN HARDWARE MUST BE SECURED IN PLACE PRIOR TO FOUNDATION INSPECTION.
- HOLD-DOWN CONNECTOR BOLTS INTO WOOD FRAMING REQUIRE APPROVED PLATE WASHERS; AND HOLD-DOWNS SHALL BE TIGHTENED JUST PRIOR TO COVERING THE WALL FRAMING. CONNECTOR BOLTS INTO WOOD FRAMING REQUIRE STEEL PLATE WASHERS IN ACCORDANCE WITH TABLE 2306.5 OF THE LABC.
- FOUNDATION ANCHOR BOLTS IN WALLS WITH LATERAL LOADS GREATER THAN 300 POUNDS/FOOT SHALL HAVE AN APPROVED PLATE WASHER UNDER EACH NUT; AND THE NUTS SHALL BE TIGHTENED JUST PRIOR TO COVERING THE WALL FRAMING.
- UNO THE FOUNDATION BOLTS SHALL BE 5/8" DIA. WITH 3"x3"x1/4" PLATE WASHERS EMBEDDED AT LEAST 9 INCHES INTO THE CONCRETE (OR) MASONRY FOUNDATION SPACED NOT MORE THAN 6 FEET APART.
- MIN 2 BOLTS PER PIECE OF SILL PLATE AND ONE LOCATED WITHIN 12" AND NOT LESS THAN 7 BOLT DIAMETER OR 4-3/8" OF EACH END OF EACH SILL PLATE.
- FOUNDATION SILLS SHALL BE PRESSURE TREATED OR FOUNDATION GRADE REDWOOD.
- ALL BOLT HOLES SHALL BE DRILLED 1/32" TO 1/16" OVERSIZED. PLATE WASHERS ARE REQUIRED FOR ALL HOLD-DOWNS.
- ALL FOUNDATION EXCAVATIONS MUST BE OBSERVED AND APPROVED BY THE PROJECT ENGINEERING GEOLOGIST AND/OR PROJECT GEOTECHNICAL ENGINEER PRIOR TO PLACEMENT OF REINFORCING STEEL.
- IF ADVERSE SOIL CONDITIONS ARE IN ENCOUNTERED, A SOILS INVESTIGATION REPORT MAY BE REQUIRED.
- PROVIDE LEAD HOLE 40%-70% OF THREADED SHANK DIAMETER AND FULL DIAMETER FOR SMOOTH SHANK PORTION.
- FASTENERS IN PRESERVATIVE TREATED WOOD OR FIRE RETARDANT WOOD SHALL BE OF HOT DIPPED ZINC COATED GALVANIZED STEEL OR STAINLESS STEEL.
- CONTRACTORS RESPONSIBLE FOR THE CONSTRUCTION OF A WIND OR SEISMIC FORCE RESISTING SYSTEM/ COMPONENT LISTED IN THE "STATEMENT OF SPECIAL INSPECTION" SHALL SUBMIT A WRITTEN STATEMENT OF RESPONSIBILITY TO THE LADBS INSPECTORS AND THE OWNER PRIOR TO THE COMMENCEMENT OF WORK ON SUCH SYSTEM OR COMPONENT PER SEC 1706.1

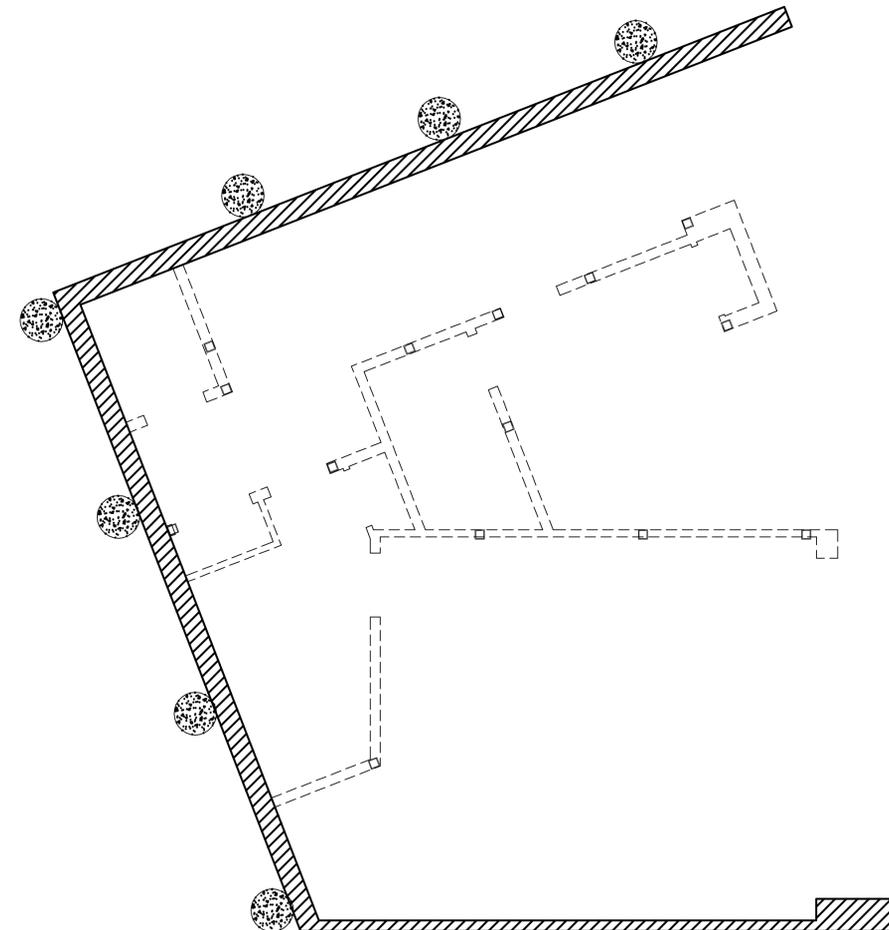


Exhibit 2

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California Coastal
Commission

FOUNDATION PLAN

SCALE: 1/4" = 1'

15445 VENTURA BLVD.,
SUITE 25
M. MARSA, CALIFORNIA
(818) 926-7789

No	DATE	REVISIONS	BY

FOUNDATION PLAN

ADDRESS: 17639 REVELLO DR.,
PACIFIC PALISADES, CA 90272

OWNER:

SEAL

DRAWN: O.F.

CHECKED: S.C.

DATE: 10/03/14

SCALE: 1/4" = 1'

JOB #: 15-222

SHEET:
S1



Development in Castellammare Tract, Pacific Palisades



Photo: Commission staff (4/22/16)



Development along Posetano Road 100 Feet from Subject Site

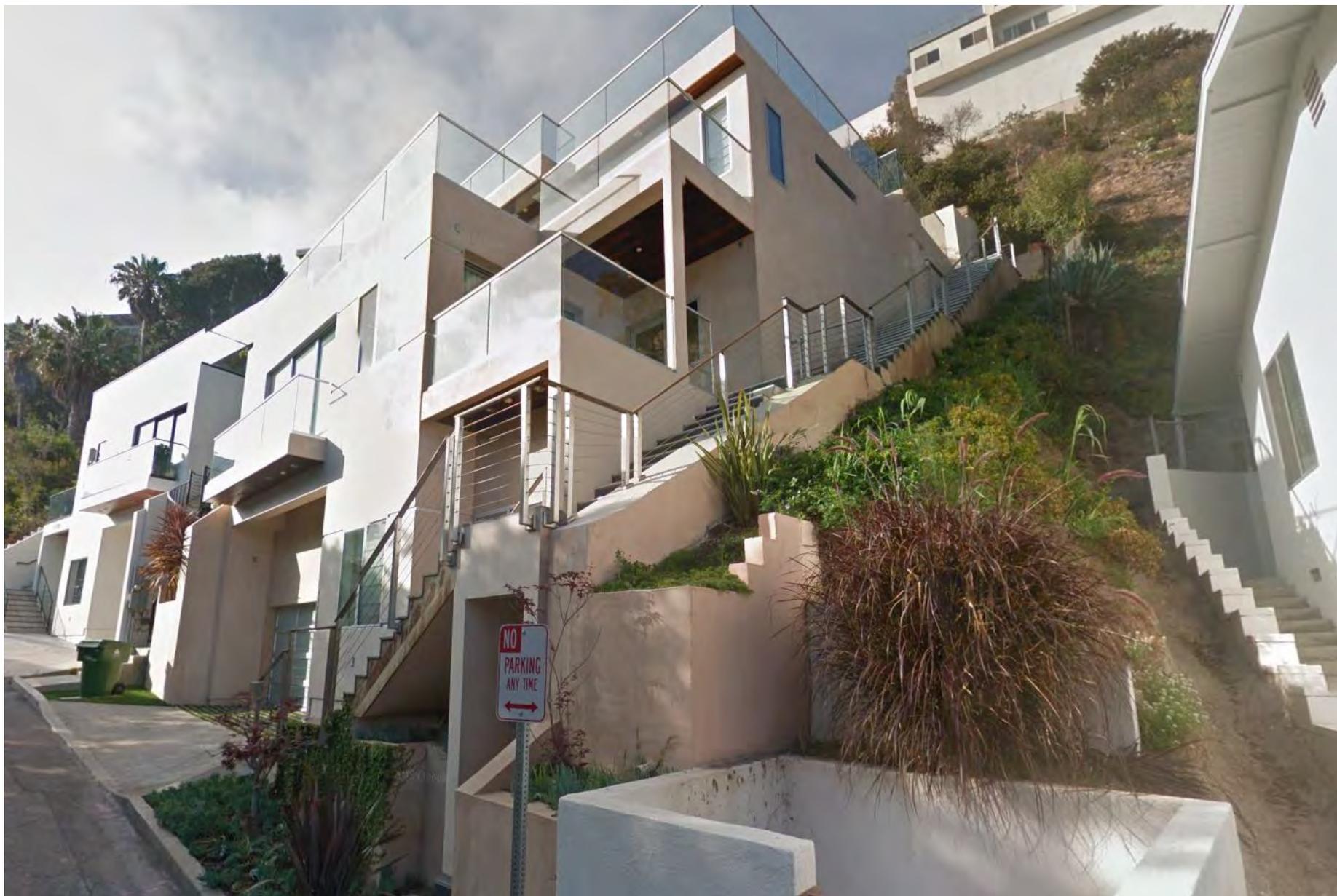


Photo: Google Maps

Subject Site: 17639 Revello Drive, Pacific Palisades



Photo: Commission staff (4/22/16)

Subject Site and Adjacent Public Stairway



Photo: Commission staff (4/22/16)



Public Stairway Dead End Halfway Up Slope

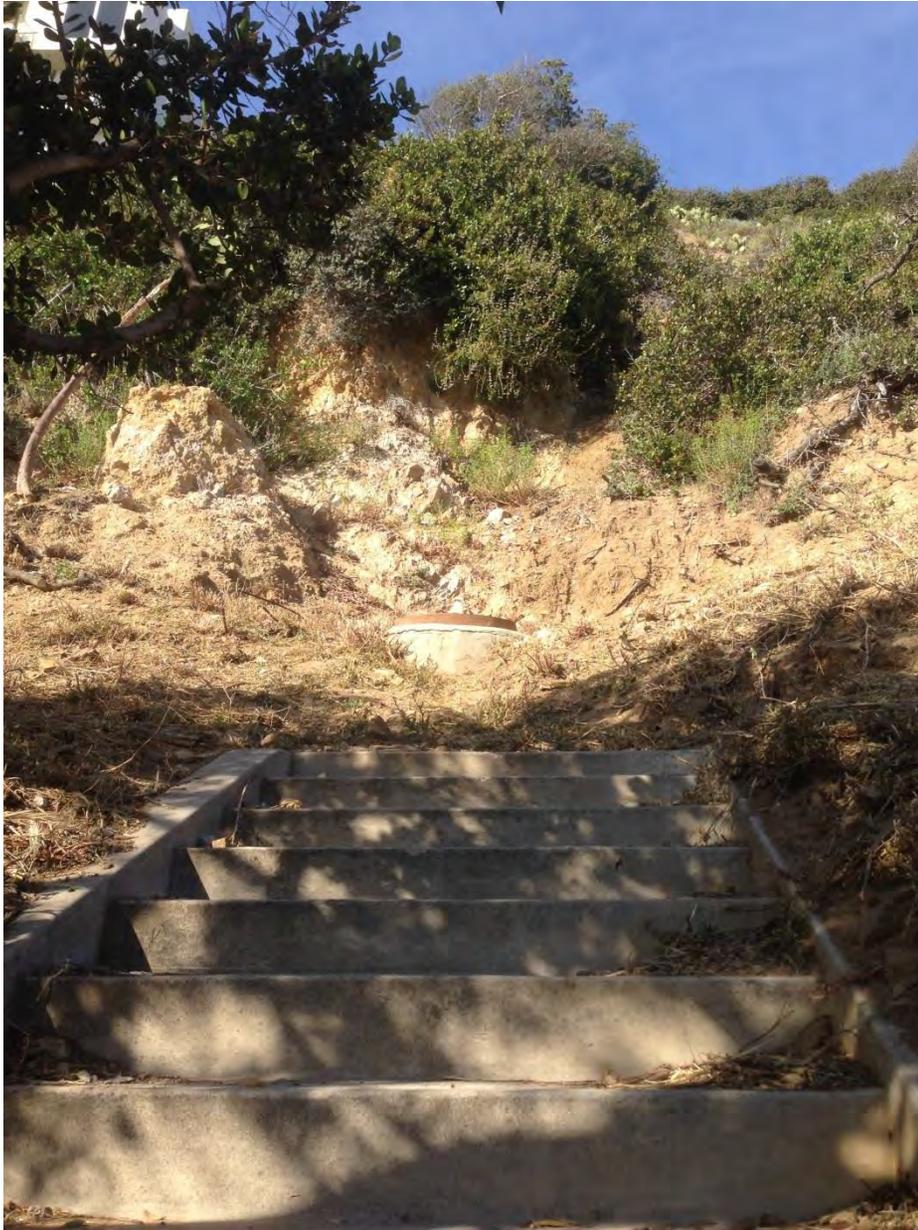


Photo: Commission staff (4/22/16)



View Facing North from Public Stairway



Photo: Commission staff (4/22/16)



View Facing Southwest from Public Stairway



Photo: Commission staff (4/22/16)

Exhibit 4

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California Coastal
Commission

Marianne Perls
1744 Reedvale Lane
Los Angeles, California 90049
perlsdesign@gmail.com

Owner: 17638 Revello Drive
Pacific Palisades, CA., 90272

March 10, 2015/April 15, 2016 (revised)

Zach Rehm
California Coastal Commission
South Coast District Office
200 Oceangate, 10th floor
Long Beach, Calif, 90802
(562) 590 5071

Application No. 5-15-2074
Applicant: Revello LLC
Location: 17639 Revello Dr, Pacific Palisades, 90272 (APN 4416-021-040)

RE: Case No: ZA 2014-0801 (CDP)(ZAD); CEQA No ENV3104-802-MND
Location: 17639 Revello Dr., Pacific Palisades, CA 90272
RESPONSE TO APPLICANT'S COASTAL DEVELOPMENT PERMIT

This letter responds to the applicant's answers to the "Coastal Development Permit". 11 times the applicant misrepresents the proposed project. We believe that the information provided by the applicant is misleading, and at times, inaccurate, and not based upon their actual designs proposed for approval. We believe that Mr. Diamond's project can be mitigated by building a 2 story with garage home similar to the homes in this area. ZAD had to assume that the ZAD and CCA guidelines were being answered accurately. We believe they were not. ZAD's approval of this permit is based on misleading information. This is an example of how the character, size and height of homes become incompatible with the surrounding area.

The following is my rebuttal to the applicant's application:

4. EXISTING CONDITIONS

D. IS THERE ANY SIMILAR HOUSING AT THIS PRICE RANGE AVAILABLE IN THE AREA?

Applicants response: across the street and all around the neighborhood

Perls' response: There is no *similar housing* as proposed. Not sure what price the developer wants to sell his house for once completed. The proposed structure is 4 stories high, 50 plus feet high, and the surrounding homes are but one and two stories high (1,2-3 stories high when including the garage floor.) My mother lives across the street from this site. Her home is a 2 story Spanish and is around is approximately 22 feet high.

8. Are there any natural or man-made drainage channels through or adjacent to the property?

Applicants response: No

Perls Response: There is a 4' or 6" diameter serrated black pipe running on the surface of the adjacent property from the top of Tramonto Road down to Revello Drive.

The adjacent property is condemned and the three condemned lots east of this property are owned by the Santa Monica Mountain Conservancy

9. Grading and structure:

Perls' Response: Please see enumerated review by Steve Perls, Architect, of submitted conceptual documents for compliance with May, 2011 Baseline Hillside Ordinance.

12. detailed description of project

Perls' Response: The property is an uphill corner lot. Adjacent to the lot are abandoned City steps that use to run up to Tramonto Rd. Though the design of the proposed home is quite stunning, this 4 story, ultra modern, mostly glass home is not consistent with the height, style and character of the surrounding

Page 2

community. It's proposed height of 50.5 feet will completely dominate the surrounding homes. The Castellammare neighborhood is comprised of predominantly one and two story, early to mid-century homes. The existing homes on Revello Drive and Posetano are modest traditional homes of eclectic styles primarily built from the early 1950's to present, but unified by scale, mass, and proportion to each other.

13. PROJECT IMPACTS:

D. IS THE DEVELOPMENT PROPOSED WITHIN OR IN CLOSE PROXIMITY TO AN EXISTING DEVELOPED AREA?

WILL IT BE VISUALLY COMPATIBLE WITH THE CHARACTER OF SURROUNDING AREAS? IF IN A SPECIAL COMMUNITY OR NEIGHBORHOOD, HOW WILL IT PROTECT THE UNIQUE LOCAL CHARACTER.

Applicants answer: yes, there are numerous residences in the neighborhood with similar size and characteristics.

Perls Response: Please see above response question #12 above. We believe the applicant is using 'precedent' to justify building this 4 story building. A few years back 2 - three story homes (developed side by side...at the same time and located on Posetano) were completed. While the neighbors objected to the proposed buildings, they were told that there was nothing they could do to contest this development because the permits existed prior to the current Hillside Ordinance. *However, please note that the proposed designs were permitted for 2 spanish styled homes of similar size and character. During construction the design, without a public hearing, was altered to a mid century oversized 1950's box style with additional outdoor space on the roofs. Since the design was altered after approval, the homes should not be warranted as a precedent.*

E. Describe how grading will be conducted so as to minimize alterations to land forms. If on a bluff or in an area of high geologic risk, how will the project design assure stability and minimize erosion?

Applicants answer: Grading is 90% under structure, not to create flat yard areas and foundation of caissons and retaining walls will ensure stability.

Perls Response: I have no idea what the applicants answer means. What I know is that most of the soil is being removed from this lot so a home can be built. Safety is another primary concern for us. How will construction be mitigated in a manner that does not put the surrounding area in harms way while under construction? Applicant has not submitted a plan how they plan to install the necessary caissons at the top and sides of the property before grading can commence. This Property is located on an ancient active landslide (and fault line) that failed in the mid 1960's. This active landslide runs from almost to the top of Tramonto Rd. all the way down to Pacific Coast Highway. The slide crosses through Mr. Diamond's property, under Revello Drive, and our property, (17638 Revello) parts of Posetano Road, 3 other homes and 3 vacant condemned lots between Posetano Road and Castellammare, crosses Castellammare Road, through additional condemned vacant lots, passes under Porta Marina Road until it ends under Pacific Coast Highway. The vacant lots condemned, to my understanding, all have underground springs. All these parcels ,condemned lots and public roads are part of this same landslide Mr. Diamond wants to build on. What is the developer proposing to keep all surrounding properties out of harms way?

F. Is the development proposed near sensitive habitat areas, parks or recreation areas? How will the project design prevent adverse environmental impacts on these areas?

Applicants answer: NO

Perls Response: This property is directly adjacent to the Santa Monica Mountain Conservancy which owns 3 or 4 lots as well as adjacent to the huge land slide of 1969 that destroyed an apartment building, 3 homes and both Revello Dr. and Posetano Road. This area has not been restored. (We believe that an EIR must be submitted for certification to substantiate any MND.)

D. Conditions, mitigation measures or project alternative required to minimize significant adverse impact.

Applicant's answer: the project is not anticipated to have any significant adverse impact as it is a

modest SFD like in size and character to others in the surrounding vicinity.

Perls Response: Safety is the number one issue for all of us. Again the applicant is misrepresenting the proposed development. The proposed structure is located on an ancient, active landslide whose adjoining properties were condemned by the City and County of Los Angeles, (now maintained/and or owned by the Santa Monica Mountain Conservancy. The proposed structure is neither modest, nor similar in size and

Page 3

character to others in the vicinity. The questions to the hillside development project LAMC 12.24x11, 12.24x21, 12.24x26

Hillside and Roadway ZAD Findings 2/22/14

The misleading information submitted by the applicant led to ZAD's following conclusions.

1. The project will enhance the built environment in the surrounding neighborhood in that it will provide a modest single family residence of similar type, size and character as other development in the neighborhood and general vicinity.

2. The project's location, size, height, operations and other significant features will be compatible with and will not adversely affect or further degrade adjacent properties, the surrounding neighborhood, or the public health, welfare, and safety in that it will provide a modest single family residence of similar type size and character as other development in the neighborhood and general vicinity.

Additionally, no widening the roadway will not constitute a special privilege in that numerous other projects have not been required to widen the roadway. The strict application of the code creates hardship based on the topography, shape, and size of the property in that widening the roadway to 26 feet would cause the owner to lose eight feet of lot at the most developable portion of the property as the lot is small, steep, and irregularly shaped. The driveway would get very steep and retaining walls at the front of the house would be up to 13 feet tall." (the applicant since is required to widen the road to 20 feet in front of his property only)

The subject portion of the roadway only serves 5 other homes and 3 vacant lots owned by the government agencies *and none of the other residences were required to widen the road past its 18 foot width.* (totally misleading information by applicant)The road leads to nowhere as a landslide occurred just past the developed properties which closed the roadway going through and the City will be unlikely to remove the slide and recut the roadway through, as the condition has been the same for many years. There is a fairly wide intersection adjacent to the property at which to turn a vehicle around.

3. The project substantially conforms with the purpose, intent and provisions of the General Plan, the applicable community plan and any applicable specific plan in that the project is a single family dwelling on a lot zoned for such use in a neighborhood zoned for such use as mapped in the General Plan, zoning code and as designated in the Brentwood-Pacific Palisades Community Plan.

How can ZAD and CCC do their jobs reasonably and accurately if the information given to them is inaccurate or misleading? We believe that Mr. Diamond's project can be mitigated by building a 2 story and garage home similar to the homes in this area. With all the misleading information submitted on this application, ZAD was led to believe that the ZAD and CCA guidelines were being followed.

We request that the above misleading revelations be revisited and that the developer, like anyone who wants to build, be restricted to the guidelines, codes and requirements of ZAD and the California Coastal Act. of 1976.

Many thanks for your time and consideration,

Marianne Perls

March 8, 2016

OPPOSED

Marianne Perls
1744 Reedvale Lane
Los Angeles, Ca 90049

Councilman Mike Bonin, 11th District
District Director, Debbie DynerHarris

Regarding: Neighborhoods First in Castellammare
PERMIT NUMBER: California Coastal Commission 5-15-2074, PROJECT LOCATION: 17639 Revello Dr., 90272

Dear Debbie and Councilman Mike,

I know you two are both so very busy but our little community of Castellammare very much needs your support and help. I am writing to ask you to enforce 'Neighborhoods First' in Castellammare. If you agree to our following concerns, we need a letter sent to the Coastal Commission in support of our objections to a fairly recent proposed development located at 17639 Revello Drive. The proposed project has several disconcerting issues but regarding the Coastal Commission, the proposed design and safety issues are in violation of California Coastal Commission codes.

Violation of CCC code 13.20.130 A developer from Colorado has proposed to build a home that does not adhere to the ambience and character of our surrounding neighborhood in Castellammare. He is proposing to build a *4 story, ultra modern, mostly glass home* in a neighborhood of *predominantly 1 and 2 story traditional modest homes...* And yet with 8 of our surrounding neighbors objecting to the design, and so many other pertinent issues, of this development as per C.C.C's code, it was still approved by the Zoning Department with 5 pages of conditions.

As of March 2, 2016, Zach Rehm, in charge of this project from Coastal Commission in Long Beach, is recommending approval of this development in an upcoming hearing either in early April (Northern California) or in early May (Orange Country) Zach has yet to visit our area to review our objections.

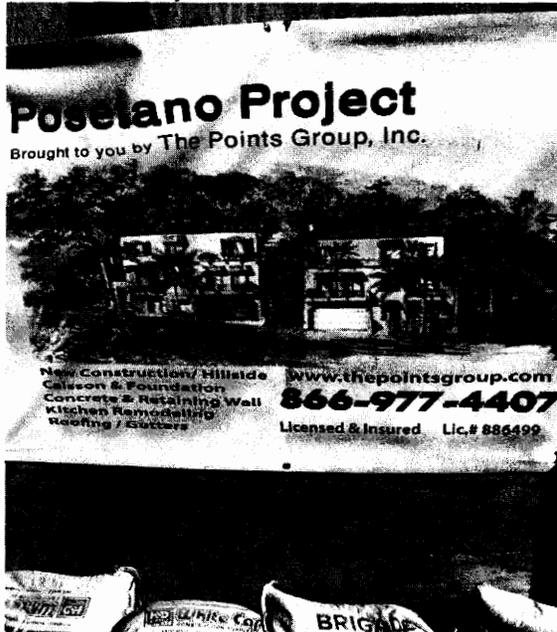


The rendering of the proposed 17639 Revello Drive, four story structure, 45 feet high, (on the left side in the above picture) is in violation of the California Coastal Commission code 13.20.130 and section 30251 and 30253. This proposed design does not reflect the character of our neighborhood. It is out of scale, proportion, style and massing with the surrounding 1 and 2 story traditional modest homes located on Revello and Posetano Roads.



Partial view from proposed development: In the immediate vicinity, there are 31 homes on Posetano and Revello Road in which there are 16 -1 story homes, 14- 2 story homes, and 2-3 story homes (2011) The design of the 2-3 story homes were changed during the middle of construction. (This dramatic change was unbeknownst to the surrounding neighbors.) Both roads dead end as a result of the horrendous late 1960's slope failure. All vacant land in this area are known ancient active landslides (including the proposed development) that require particular study and care in protecting surrounding properties should such a permit be granted.

Precedent: In my phone conversation with Zach Rehm, he told me that the developer sites 9 buildings in Castellammare to justify building a 4 story home among our 1 and 2 story modest homes. Please note that 7 of these buildings are not in our immediate area. There are only 2 homes that are 3 stories in our area, and in this case, and according to Zach, *the approved designs were changed from a Mediterranean style home to a boxy contemporary style design in the middle of construction.* See photos below) We have roughly 30 some homes that are 1 and 2 stories. We do not think it is right that such buildings (changed in the middle of construction) be viable as an established precedent nor do we think it is right that precedents should dictate the ambiance, style, and character of future homes in any designated area.



POSTED AT CONSTRUCTION SITES traditional homes with red tiled roofs. The designs changed in the middle of construction. See next page

NOTE THE POSTED DESIGNS STAKED AT THE JOB SITE. THESE DESIGNS ARE FAR FROM KEEPING IN SIZE AND CHARACTER OF OUR NEIGHBORHOOD. NEIGHBORS WERE SHOWN ONE DESIGN AND THE FOLLOWING HOMES WERE BUILT IN THEIR PLACE.



Why is it that developers are getting away with changing the character of our 1920 charming Mediterranean modest neighborhood when these new homes are in strict violation of CCC codes and certainly not what the neighbors want? What is so difficult about designing a home that is in keeping with the character of the neighborhood? For those who live here, it is about the ambience of our neighborhood. Our neighbors all like that they live amongst modest designed homes. It's all about the ocean views and neighbors. We are trying to preserve our neighborhood as it was designed so many, many years ago. It is why we are here.

Mike, we are turning to you to support Neighborhoods First in Castellammare. Please put a stop to any proposed homes that are in violation of California Coastal Commission codes. There are so many reasons why not to build in fragile Castellammare, but we are losing the Mediterranean charm and ambience of our little neighborhood because Zoning and the Coastal Commission are not adhering to and/or enforcing their own codes. Should this proposed home be approved, this 4 story home will be used as another precedent to allow other builders to destroy the character of our neighborhood. *This rule of using 'precedents' is not right and using this loophole to help builders, is not helping our neighborhoods maintain their individual charm and why so many people move into an area in the first place. "Neighborhoods First" is so important in so many ways.*

I have attached a few letters with photographs and renderings written to zoning as well as to the Coastal Commission that explains in greater detail more of our objections and concerns to the proposed development located at 17639 Revello Drive. (developers as yet, to reveal how they plan to keep neighbors out of harms way, staging: given this small lot and its' steepness, the builder has yet to explain how he plans to stage this project without negatively impacting the neighborhood, excavating that, in the past, has caused cracking in adjoining homes, existing parking congestion, fire department access, narrow roads, Revello and Posetano: dead end roads... there is only one way in and one way out; always questionable geological reports favoring developer, and of course existing active ancient land slides in which the proposed development is on with significant slope failure resulting back in the early 1960's.)

In the face of losing Charles Lester as executive director of the California Coastal Commission, we need you Mike more than ever. I am so hopeful that you agree with our concerns and will write a letter to the Coastal Commission to support our objections. (violation of CCC code 13.20.130 B1,2,5,7) Your support of our neighborhood's desire to preserve its character and Mediterranean charm will keep in check the designs of all future homes so they conform to the California Coastal Commission codes. Not only will this recent proposed building have to be revised, but all future developers in Castellammare will have to adhere to the ambience and character of our unique and special neighborhood.

So many thanks for your time and consideration... I look forward to hearing from you soon.

Sincerely,

Marianne

Should you agree with our concerns, please address your letter to:

ZACH REHM
California Coastal Commission
South Coast District Office
200 Ocean Gate 10th Floor
Long Beach, Calif. 90802
(562) 590-5071

California Coastal Commission 13.20.130 Design criteria for Coastal Zone developments.

(A) General.

(1) **Applicability.** The design criteria for Coastal Zone developments are applicable to any development requiring a coastal development permit.

(B) **Entire Coastal Zone. The following design criteria shall apply to projects located in the Coastal Zone:**

(1) **Visual Compatibility.** All development shall be sited, designed and landscaped to be visually compatible and integrated with the character of surrounding neighborhoods or areas. Structure design should emphasize a compatible community aesthetic as opposed to maximum-sized and bulkier/boxy designs, and should apply tools to help provide an interesting and attractive built environment (including building facade articulation through measures such as breaking up the design with some areas of indent, varied rooflines, offsets, and projections that provide shadow patterns, smaller second story elements set back from the first, and appropriate surface treatments such as wood/wood-like siding or shingles, etc.).

(2) **Minimum Site Disturbance.** Grading, earth moving, and removal of major vegetation shall be minimized. Developers shall be encouraged to maintain all mature trees over six inches in diameter except where circumstances require their removal, such as obstruction of the building site, dead or diseased trees, or nuisance species. Special landscape features (rock outcroppings, prominent natural landforms, tree groupings) shall be retained.

(5) **All development that is more than one story**, where allowed by the site regulations of the basic zone district, that is located in significant public viewsheds (including adjacent to shoreline fronting roads, public accessways, parks, beaches, trails, natural areas, etc.) shall be sited and designed so that upper stories do not cantilever toward, loom over, or otherwise adversely impact such significant public viewsheds and community character.

(7) **Development shall be sited and designed so that it does not block or significantly adversely impact significant public views and scenic character**, including by situating lots, access roads, driveways, buildings, and other development (including fences, walls, hedges and other landscaping) to avoid view degradation and to maximize the effectiveness of topography and landscaping as a means to eliminate, if possible, and/or soften, if not possible, public view impacts.

Section 30253 Minimization of adverse impacts

New development shall do all of the following:

(a) Minimize risks to life and property in areas of high geologic, flood, and fire hazard.

(b) Assure stability and structural integrity, and neither create nor contribute significantly to erosion, geologic instability, or destruction of the site or surrounding area or in any way require the construction of protective devices that would substantially alter natural landforms along bluffs and cliffs.

(c) Be consistent with requirements imposed by an air pollution control district or the State Air Resources Board as to each particular development.

(d) Minimize energy consumption and vehicle miles traveled.

(e) Where appropriate, protect special communities and neighborhoods that, because of their unique characteristics, are popular visitor destination points for recreational uses.

(Amended by Ch. 179, Stats. 2008)

Section 30251 Scenic and visual qualities

The scenic and visual qualities of coastal areas shall be considered and protected as a resource of public importance. Permitted development shall be sited and designed to protect views to and along the ocean and scenic coastal areas, to minimize the alteration of natural land forms, to be visually compatible with the character of surrounding areas, and, where feasible, to restore and enhance visual quality in visually degraded areas. New development in highly scenic areas such as those designated in the California Coastline Preservation and Recreation Plan prepared by the Department of Parks and Recreation and by local government shall be subordinate to the character of its setting.

March 14, 2016

OPPOSED

Marianne Perls
1744 Reedvale Lane
Los Angeles, California. 90049

Councilman Mike Bonin
District Director, Debbie Dyer Harris
Senior Planner, Ezra Gale
1645 Corinth Avenue #201
Los Angeles, CA 90025

**Regarding: Neighborhoods First in Castellammare
Coastal Commission: Permit Number 5-15-2074
Proposed Development at 17639 Revello Dr.
Case No: ZA 20140801 (CDP)(ZAD);CEQA No ENV3104802MND**

On behalf of our surrounding neighbors, we are respectfully requesting:

That Councilman Bonin oppose the subject development, and request that the Zoning Administration revisit this proposed development for the following reasons:

- 1. CCA 13.20.130** was not addressed in the Zoning Administrations findings. Though the proposed home's height meets BHO, it does not meet the requirements of California Coastal Commission's (CCA) code section 13.20.130. We ask that the Zoning Administrator consider CCA 13.20.130 in her analysis and recommend that the height (in particular) massing, scale, and character of the proposed development should be consistent with the massing, scale, and character of the surrounding neighborhood. The proposed overpowering four story proposed home is inconsistent with the stated goals of the California Coastal Commission. The proposed structure looms over the modest one and two story surrounding homes (15-25 ft high) Permitting such a height would **set another precedent** to the neighborhood that would weaken the character and ambience of Castellammare.
- 2. CCA 30251, 30253** needs to be revisited as they are inconclusive in Zoning Administrations report. For instance, because of the existing and active land slide hazards associated with building in Castellammare, and several neighbors' horrible experience during construction of the 2 homes built on Posetano Road (only 2 lots over) we would like an exception made: that CCA code 30253 must be resolved before any further zoning or coastal permits are granted.
- 3.** Requesting that the developer's geological report be reviewed by an independent hydrogeologist familiar with Castellammare's complicated history and geology.

Dear Ezra, Debbie and Councilman Mike,

Until this last weekend, I did not really understand the process of approving a proposed development within the coastal zones. Had I understood this, we neighbors would have appealed the Zoning Board's findings last November. I was told by Zoning staff to submit our objections to the Coastal Commission instead.

As Ezra and I discussed on Friday, March 11, Zach Rehm (California Coastal Commission) would like to know if Councilman Bonin has taken a position on this proposed development. The Coastal Commission partners with the City, and relies upon the Zoning Board's recommendations as well as the public's input to approve or disapprove a proposed development(LCPs) Under the Local Coastal Program Planning Assistance, "local governments may *develop, amend or comprehensively update LCPs*". Furthermore, on page 2 (3) findings, Ms. Greene writes, as conditional to approval of said approval: that the authorized use shall be conducted at all times with due regard for the character of the surrounding 'district', and the right is reserved to the Zoning Administrator to impose additional corrective Conditions, in the administrator's opinion such Conditions are proven necessary for the protection of persons in the neighborhood or occupants of adjacent property.")

Presently, Zach Rehm from the Coastal Commission in Long Beach, is leaning to support the recommendations of Ms. Lourdes Green, Associate Zoning Administrator, who approved this project with conditions. However, **we found that there are 3 important subjects that we believe were not addressed by the Zoning Administration that fall under the guidelines of the California Coastal Act 1976 chapter 3. We would like these subjects to be addressed.**

Ms. Green, Associate Zoning Administrator reviewed and justified with great care her findings to approve with conditions Mr. Diamond's proposed development. The vast majority of her findings are focused on adhering to the very complicated BHO. Like all submissions, her decisions are based upon information submitted to her. *We question the accuracy of some of the information* submitted to Ms. Green, and ask you to review the applicant's initial Coastal Development Permit in light of our comments. Furthermore, the 2013 development on Posetano Road (2 lots over from the proposed development) created many hardships for homeowners and damaged property in the immediate surrounding area. Staging was a major issue.

CCA 30253: Staging: pages 4 (d) Hillside Construction, Staging and Parking Plan and 17 (b) Minimize Risks to Life and Property.

This is a subject that we neighbors would like to have addressed before the Coastal Permit is granted. Unlike the standard 26 foot wide streets of today, the hillside streets of Castellammare are very windy and narrow. Revello and Posetano are only 18 feet wide. Parking is allowed on the south side of the street leaving room for only a narrow one way road. There is **no two way traffic** on Revello, Posetano or even Castellammare as stated on page 4 (d) 1. A driver always needs to somehow get out of the way or simply back up until there is an opening in the road to allow another car to pass. Narrow one way roads are one of the Mediterranean charms of living in this area but construction in this area creates many problems for the surrounding properties and families.

1. We would like resolved, before approval, **how the developer plans to stage his construction for his site when staging is not permitted on the City right of way?** Page 5 (a) The very steep uphill vacant lot is long and narrow. The only way one can enter the property is to use the scenic public steps adjacent to the property. All of the conditions to staging as noted by Ms. Green on page 5 (a-g) is a horrendous challenge to implement, and we do not believe it unreasonable to have this issue resolved before approval of the zoning and coastal permits.

2. According to many homeowners on Posetano, the contractor who built the 2 homes on Posetano, referenced by Ms. Green, was constantly in violation of staging codes, of obstructing traffic, of preventing access to homes, of pouring concrete late at night, of blocking driveways, of slope slippage onto the road, of substandard shoring, and the list of violations goes on and on. How will this new developer solve and or avoid such probable same issues during his development? He has the same issues: narrow roads, where to stage his site. How does he propose to do this on his very steep site?

Under the California Coastal Act, Ms. Green makes reference to the developer needing to "minimize risks to life and property; New development shall minimize risks to life in areas of high geologic, flood, and fire hazard; and assure stability and structural integrity and neither create nor contribute significantly to erosion, geologic instability or destruction of the site or surrounding area... **We need to know how this will be achieved, how our homes will be protected from damage, and if there is damage, how that will it be corrected and paid for.**

CCA 30251 Scenic and Visual Qualities page 18 (g)

... "the project will be stepped back into the slope in accordance with the Hillside provisions"
As Ms. Green points out, we need not be concerned about the loss of views from Tramonto Road since the road is 170 feet above the proposed site. We are, however, **concerned about the viewshed that will be lost from the public stairs that run adjacent with the house.** These concrete steps, built a very, very long time ago... connects with several other set of stairs that eventually terminate at the pedestrian bridge over Pacific Coast Highway, which in turn, accesses the seashore. *These stairs are used by the public and neighbors for exercising and accessing the ocean.* **The public stairs adjacent to the proposed development are also the only access to the Santa Monica Mountain Conservancy's land**

that runs adjacent to this proposed development. How will access to the public open space be maintained? *(the views are spectacular up there.)*

Violation of CCA 13.20.130: Height and design: *Not all codes are applicable to every situation.* The proposed 4 story structure's height, and design are out of character, scale and massing compared to the modest, traditional one and two story surrounding homes.

I did not locate in Ms. Green's report any acknowledgment of section **13.20.130 which the Coastal Commission code requires.** The "project will be stepped back into the slope in accordance with the Hillside provisions. And the top of the dwelling is well below the permitted maximum envelope height of 28 feet." Such findings sound fine on paper, however, as pointed out in Mr. Diamond's own rendering of his proposed home, (see picture) included with our completing his rendering of the 2nd story home across from him, the overall 45 foot height of the house is so out of proportion with the surrounding homes, that it painfully dominates the surrounding area. Ms. Green is of the opinion that the "cascading design of the 4 story dwelling minimizes mass and scale of the proposed development. And yes, this home would be much intrusive if it did not step back into the mountain such as the 2-3 story homes on Posetano Rd. whose design changed (unbeknownst to neighbors) in the middle of construction. **HOWEVER, no matter how this design meets Hillside Ordinance code, the design, height and character of this proposal does not meet the Coastal Commissions requirements.** Furthermore, because the proposed house is on an uphill slope, the overall height of the house will appear even taller. This proposed home will never fit into the neighborhood no matter how many ways and angles one looks up at this building.

Geological Report: What is alarming to us, is that the City of LA does not question geological reports submitted. There is a long history in Castellammare of compromised geological reports that tend to favor the developer.

(see my letter dated March 3,2015. With reference to..(**Effects of the 1993 Storms on the West Castellammare Mesa Landslide**, city of Los Angeles, California from: Storm-Induced Geologic Hazards Case Histories from the 1992 -1993 Winter in Southern California and Arizona , Edited by Robert A Larson and James Slosson, Geological Society of America. Reviews in Engineering Geology Volume XI: the fact that this property is on a known ancient active landslide, which significantly failed in the early 1960's, can the City or Coastal Commission assure us that the study and structural reports are accurate to this property?2 or 3 opinions will be better than just the developer's geologists opinion.

Page 19. (3) The Interpretive Guidelines for Coastal Planning and Permits conforms to the Guidelines standards for the Brentwood Pacific Palisades Community Plan that concerns itself with land use, density and parking. We believe that Castellammare's layout is unique onto itself with its very windy narrow roads and an area peppered with ancient, active landslides.

We are quite concerned about the density of homes in this area because both Revello and Posetano dead end due to slope failures in the late 1960's. Our streets are overtaxed with parking and now the city and CCC are considering adding additional homes to this area. The more the City allows additional homes, the more time it will take to evacuate people in the event of a fire. Given the substandard size of our streets, very limited parking with windy roads, is it really appropriate to apply such standards in Castellammare?

We hope you agree that the Zoning Administration needs to address or revisit the issues brought forth in this letter that fall under the guidelines of the California Coastal Act, 1976 chapter 3. We feel that there is much at stake at protecting the ambiance of our neighborhood as well as their properties from irresponsible building.

I look forward to hearing from you soon,

On behalf of our adjoining neighbors, many thanks for your time and consideration

Marianne Perls,

Skip Schoolnik, Posetano Rd. Mindy Payne, Posetano Rd Michael Redmond, Posetano Rd. Steve Perls, Lafayette, Ca.

William Clearihue, Revello Dr. Barbara Krutchkoff, Revello Dr. Steven Finnk, Posetano Rd. Anne Perls, Revello Dr.

PJ King, Posetano Rd. Tom Perls, Boston, Mass Ava Shevitt Posetano Rd.

California Coastal Commission 13.20.130 Design criteria for Coastal Zone developments.

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(c) Be consistent with requirements imposed by an air pollution control district or the State Air Resources Board as to each particular development.

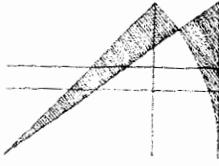
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(Amended by Ch. 179, Stats. 2008)

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P. Steven Perls
Architecture
Planning
Project Management

March 1, 2016

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South Coast Region

MAR 04 2016

CALIFORNIA
COASTAL COMMISSION

California Coastal Commission
South Coast District Office
200 Oceangate, 10th Floor
Long Beach, Calif. 90802

Application Number: 5-15-2074
Item No: F6d
Oppose

Att: ZACH REHM

Re: Coastal Permit Application
Permit Number: 5-15-2074
Item: F6d

Description: Construct 2086 square foot, 45-foot high
single family home and two car garage on vacant lot

For the Coastal Commissioners' Consideration:

In our review we have noted the following:

1. The proposed design is in violation of the current Baseline Hillside Ordinance Comprehensive Guide dated May 9, 2011 "Height Limits" (chart) paragraph G, in that the proposed elevator shaft projection above the 45 foot height limit is closer than 5 feet from the roof perimeter.
2. Please see attached photos taken from the public stair at the west of the subject site. The photos illustrate existing unobstructed views from the subject site to the east and to the south. This public stair is used on a nearly daily basis, and particularly frequently during weekends by both nearby residents and the visiting general public for exercise and to enjoy the views. Approximately 50% of the existing available view from the public stair will be obscured by the proposed new structure. We recommend that the Commissioners consider measures to mitigate the public's loss and enjoyment of those views.
3. The proposed development is in violation of the following provisions of the State of California Coastal Commission Residential Design Guidelines:

13.20.130 Design criteria for Coastal Zone developments.

(A) General.

(1) Applicability. The design criteria for Coastal Zone developments are applicable to any development requiring a coastal development permit.

(B) Entire Coastal Zone. The following design criteria shall apply to projects located in the Coastal Zone:

(1) Visual Compatibility. All development shall be sited, designed and landscaped to be visually compatible and integrated with the character of surrounding neighborhoods or areas. Structure design

should emphasize a compatible community aesthetic as opposed to maximum-sized and bulkier/boxy designs, and should apply tools to help provide an interesting and attractive built environment (including building facade articulation through measures such as breaking up the design with some areas of indent, varied rooflines, offsets, and projections that provide shadow patterns, smaller second story elements set back from the first, and appropriate surface treatments such as wood/wood-like siding or shingles, etc.).

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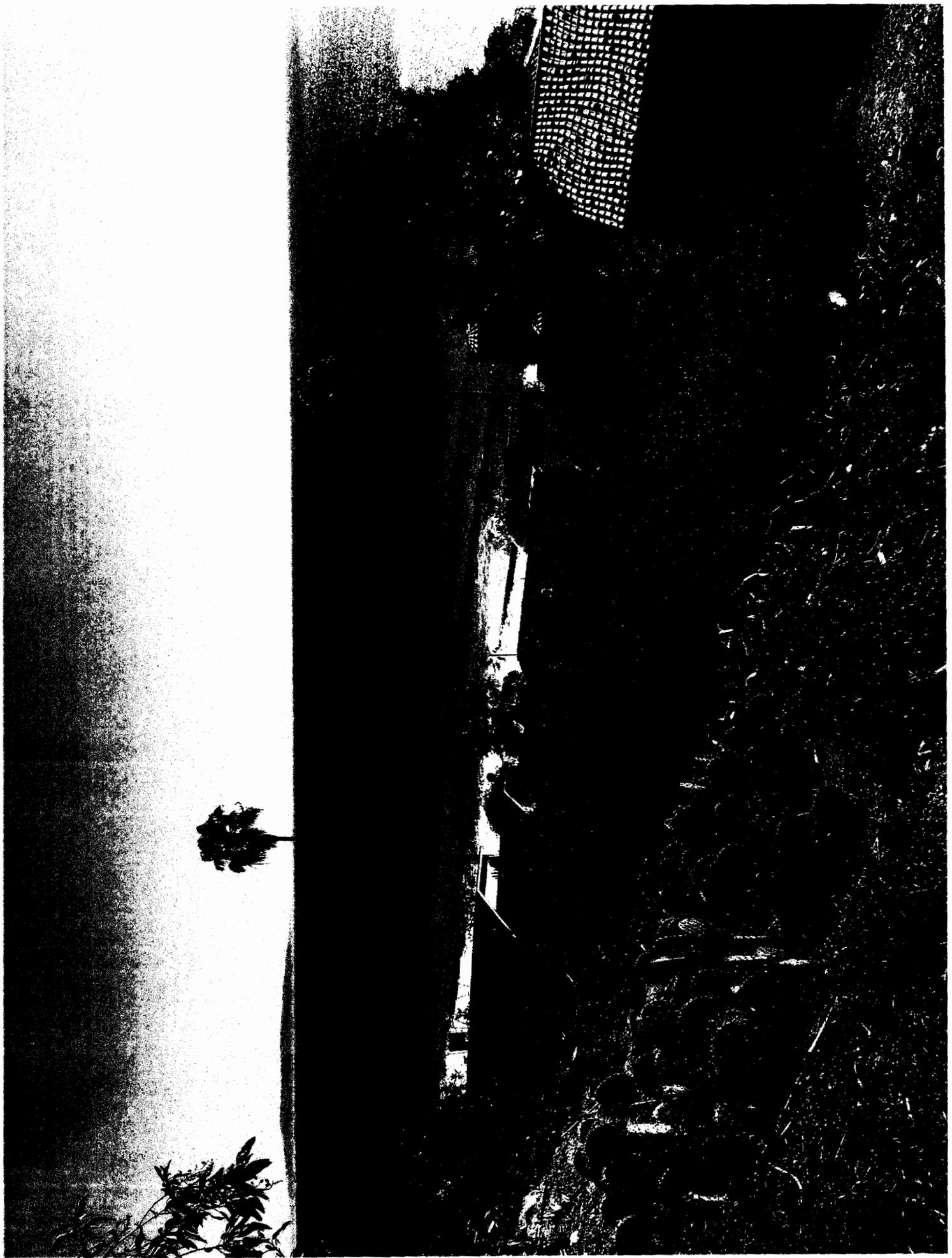
We have carefully reviewed the subject application documents with findings and recommendations by the Commission Staff. We oppose the subject development. We further add that if the proposed design is ultimately approved, both its proposed design and, if approved, its subsequent construction are completed in strict, verified compliance with Coastal Commission conditions of approval, and the current Los Angeles Municipal Code. Strict adherence to the current LAMC Hillside Ordinance must be monitored and assured by the Los Angeles Building Department, its Grading Division, and other authorities having jurisdiction both in the design of the new structure, and during its course of construction.

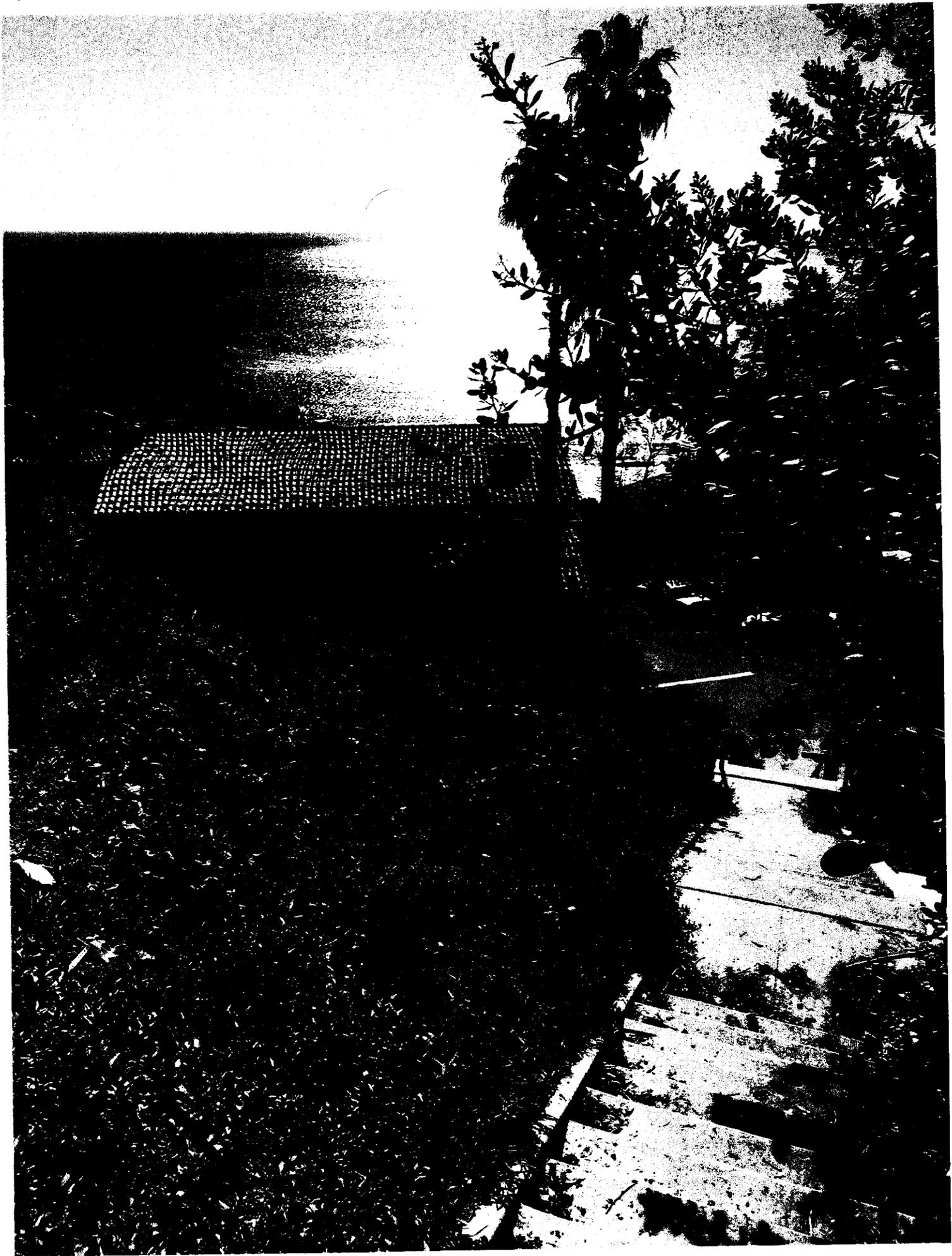
Respectfully submitted,

P. Steven Perls
Owner of 17638 Revello Drive
Pacific Palisades, CA 90272











The rendering of the proposed 17639 Revello Drive, four-story structure (on the left side of the above picture) is out of scale, proportion, and massing with our two story home across the street from it, as well as the surrounding one and two story early to mid-century homes located on Revello and Posetano Roads. The proposed house reaches the top of the existing 88 public stairs with a finished height of approximately 54 feet. Our two story 1970's home, (17638 Revello Drive) as indicated in the rendering on the right side of the picture, is approximately 25 feet high: less than half the height of the proposed structure.

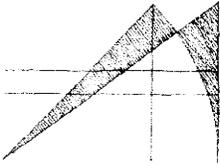
We propose for your consideration that the developer should present a design which reflects the scale, massing, and existing architectural fabric and character of the Castellemmare neighborhood in keeping with Section 30251.



View of our home from a little more than half way up the 88 public stairs that are used by local residents for exercising.



In the immediate vicinity of the proposed structure, the following is a summary of existing houses:
Beginning at Castellammare Rd. on the south side of Revello going east, there are 11 one story and 1 two story homes.
On the north side of Revello Dr. beginning at Castellammare there are 6 2 story homes
On Posetano Rd. there are 8 2 story, 5 one story homes, and 2 recently completed 3 story homes



P. Steven Perls
Architecture
Planning
Project Management

March 5, 2015

City of Los Angeles
Department of City Planning
Office of Zoning Administration

Re: Case No: ZA 2014-0801 (CDP)(ZAD)
CEQA No: ENV 2014-802-MND
Council No: 11
Plan Area: Brentwood- Pacific Palisades
Zone: R1-1

Los Angeles Department of City Planning
Baseline Hillside Ordinance dated May 9, 2011
Opinion of Compliance for Proposed Residence
At 17639 Revello Drive

Att: Zoning Administrator

Dear Zoning Administrator:

As part owner of 17638 Revello Drive, Pacific Palisades, I am an interested party in the referenced matter, and hereby offer for your consideration my opinions as to whether the proposed residence generally complies with the Los Angeles Department of City Planning Baseline Hillside Ordinance dated May 9, 2011. Reference documents are "Diamond Residence" conceptual drawings by Michael Lee, Architects, Inc. dated 2/11/14. By reference to specific Ordinance sections I offer the following:

1. 12.21 C.10.(a): Setbacks:
 - a. Front Yard: 20% of LD: Site is trapezoid. Ave depth is 88' x .20= **17'6' Req'd front yard**. SE cor of garage is approx 12' from prop line.
 - b. Side Yard: 5' + 1' for each 10' increment over 18'. Proposed structure exceeds 50' overall. Max ht limit is 28' above grade. **Side yard setbacks need to be 7', not 5'6"** as shown. See Section 3/A4.3.
 - c. Rear Yard: 15' Complies
2. 12.21 C.10.(b): Maximum Floor Area:

- a. (1) The proposed basic floor area per Table 2 **appears to comply with the Ordinance.**
 - b. The actual proposed garage area, not including mechanical equipment space is approx 372 SF, less than the required 400 SF, and **does not comply with the ordinance.**
 - c. (5) Over-In-Height Ceilings: Per Section 3/A3.0 the ceiling height of the 3rd floor exceeds 14'. **The floor area of the 3rd floor is: 760 SF** (including 100SF counted once), not 430 as stated.
 - d. (6) Per section 1/A4.1 a portion of the 1st floor, designated basement exceeds 3 feet in height above the existing finished grade at the center of the site (green dashed line) and **does not comply with the Ordinance definition of a basement. We recommend that the proposed structure does not have a basement.**
 - e. (6c.6) Residential Floor area Bonus: Minimal Grading per Project Data for this site is 389.3 cu yds. Per plan info and Section 1/A4.1, mass excavation off-haul is approximately 820 cu yds. **The claimed bonus option of 238.5 SF should not be allowed.**
 - f. **We recommend that per the ordinance the maximum floor area for this structure, RFA is: 1,192.59 SF plus a 400 SF garage. The proposed structure appears to have a calculated area (per ordinance) of 2,570 SF, not including covered outdoor spaces or the garage. This exceeds the Ordinance allowable area by 1,378 SF.**
3. 12.21 C.10.(d): Height Limits:
- a. Per Table 5, the maximum height of the structure is not to exceed 28' (roof slope less than 25%). **The envelope height per 12.21 C.10.(d)a(1) appears to comply with the ordinance.**
 - b. **Per 12.21 C.10.(d)2, the Zoning Administrator may not approve a structure whose overall height exceeds 45 feet. Per section on A3.2, the proposed building overall height is 50.41 ft, not including the parapet at the top of roof deck, or the elevator penthouse. With the approval of the Zoning Administrator the proposed structure must be shortened to not more than 45' overall.**
 - c. **Per elevation 2/A3.1 The proposed structure does not comply with 12.21 C.10.(d)(5).**
4. 12.21 C.10.(e)(1): Lot coverage:
The proposed structure appears to comply with the Ordinance for Lot Coverage.
5. 12.21 C.10.(f)1 (Table 7): Grading:
The approximate mass excavation and off-haul for the structure is 820 cu yds. **The proposed structure appears to comply with the Ordinance for Grading. It does not comply for bonus floor area.**
6. 12.21 C.10.(f)(2) Import/Export Limits:

March 5, 2015

The proposed structure does not appear to comply with the Ordinance for Export Limits for lots fronting on Substandard Hillside Limited Streets. The required export appears to be approximately 820 cu yds which exceeds the offhaul limit of 750 cu yds.

7. 12.21.C.10.(i)(1), (2) Street Access:
Neither Street Dedication nor Adjacent Minimum Roadway Width have been addressed. Per the Staking Plat sheet 1 of 1, the total width of the public right of way for Revello Drive is 26 ft (property line to property line).

Respectfully Submitted,

P. Steven Perls

Glenn Dicterow

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MAR 14 2016

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March 9, 2016

ZACH REHM
California Coastal Commission
South Coast District Office
200 Oceangate 10th Floor
Long Beach, Calif. 90802

Dear Mr. Rehm;

My name is Glenn Dicterow and I live at 17711 Revello Drive in Pacific Palisades with my wife Karen Dreyfus.

We are writing to voice our disapproval of the impending construction of a house that will be situated at 17639 Revello Drive. The developer from Colorado has proposed building a home that does not adhere to the ambience and character of our surrounding neighborhood in Castellammare. He is proposing to build a 4 story , ultra modern, mostly glass home in a neighborhood of predominantly 1 and 2 story traditional modest homes ... And yet with 8 of our surrounding neighbors objecting to the design, and so many other pertinent issues, of this development as per C.C.C's code, it was still approved by the Zoning Department.

We strongly object to the building of this house because it will further overcrowd our very small and narrow streets which are already highly congested. They were not built for a neighborhood with this high a population.

Please do not let this happen. We invite you to come out to our neighborhood and see for yourself and see what we are talking about. If you allow this house to be built it will highly compromise our way of life in this serene and unique area of Los Angeles.
Thank you.

Sincerely

A handwritten signature in cursive script, appearing to read "Glenn Dicterow". The signature is fluid and somewhat stylized, with a prominent initial "G" and a long, sweeping underline.

Glenn Dicterow

Professor of Violin; USC Thornton School of Music

Rehm, Zach@Coastal

From: Steve Perls <steve@perlsarch.com>
Sent: Friday, March 18, 2016 3:17 PM
To: Rehm, Zach@Coastal
Cc: Marianne Perls; Steven Finnk; Mike.Bonin@lacity.org; ezra.gale@lacity.org; debbie.dynerharris@lacity.org
Subject: Coastal Commission Application # 5-15-2074 17639 Revello Drive, Pacific Palisades, CA 90272

Dear Mr. Rehm,

I am part owner of 17638 Revello Drive, Pacific Palisades 90272, the property located directly across the street and to the south of the subject application by Revello, LLC. I have read the subject Staff Report: Consent Calendar filed 1/7/16. I am particularly disturbed and alarmed by a number of aspects of the proposed four story structure, most of which concerns I enumerated in my letter dated March 1, 2016, addressed to the California Coastal Commission.

What I did not address, and wish to bring to your and the Commissioners' attention is the following from III. Special Conditions, paragraph 1:

"The permittee shall obtain all required permits from the City for the use of public streets for the staging of equipment, such as cranes and drill rigs, and for the storage of vehicles and construction materials. The permittee shall abide by all City rules and regulations regarding the use of City streets for transporting equipment and construction materials to and from the project site. **In the event of conflict between the terms and conditions imposed by the local government and those of this coastal development permit, the terms and conditions of Coastal Development Permit 5-15-2074 shall prevail.**"

And paragraph 6:

"Assumption of Risk, Waiver of Liability, and Indemnity. By acceptance of this permit, the applicant acknowledges and agrees (i) that the site may be subject to hazards from bluff and slope instability, sea level rise, erosion, landslides and wave uprush or other tidal induced erosion; (ii) to assume the risks to the applicant and the property that is the subject of this permit of injury and damage from such hazards in connection with this permitted development; (iii) to unconditionally waive any claim of damage or liability against the Commission, its officers, agents, and employees for injury or damage from such hazards; and (iv) to indemnify and hold harmless the Commission, its officers, agents, and employees with respect to the Commission's approval of the project against any and all liability, claims, demands, damages, costs (including costs and fees incurred in defense of such claims), expenses, and amounts paid in settlement arising from any injury or damage due to such hazards."

Paragraph 1 appears to tacitly permit the use of Revello Drive and Posetano Road to stage equipment such as cranes, drill rigs, excavating equipment, storing building supplies and materials, and accommodating construction and the personal vehicles of the construction crews. The majority of the roads in this area of Castellemmare are 18' to 20' wide, not 26' as the Commission may have been led to believe. With parking permitted on the south side of Revello Drive, there is only room enough for one-way ingress and egress to the five homes located on Revello east of Posetano.

Without question, access by the property owners, visitors, mail and other deliveries, and importantly access by emergency vehicles (fire, ambulance, and police services) will be blocked by the staging of any vehicles or equipment of any nature or kind on the north side of Revello Drive for the purpose of the construction of the subject development. This is an unconscionable denial of each homeowner's quiet enjoyment of their properties. This also constitutes what amounts to reckless endangerment of the property owners subjected to the inevitable lack of access to and from their homes.

Paragraph 6 clearly protects the California Coastal Commission from the consequences of any untoward event associated with the subject permit application, by holding the Applicant responsible for those damages. The Commission has not included any requirement for payment or performance bonds, or any other insurances to protect not only the Applicant, but also the City

and County of Los Angeles, and importantly the financial interests of those home owners damaged by the Applicant's potential acts, or potential negligence.

I am requesting that the California Coastal Commission as well as the City and County of Los Angeles either deny the subject application, or ensure by adequate conditions of approval and written/contractual evidence that the various interests of the affected property owners are properly and completely protected.

P. Steven Perls

Rehm, Zach@Coastal

From: Marianne Perls <perlsdesign@gmail.com>
Sent: Friday, March 18, 2016 12:39 PM
To: Rehm, Zach@Coastal
Cc: Ezra Gale; Mike.Bonin@lacity.org; Debbie DyerHarris; Steven Finnk; Skip Schoolnik; MINDY Moio-PAYNE; Anne Perls; Michael Redmond; Barbara Krutchkoff; y.redmond@earthlink.net; Ava Shevitt; Steve Perls; PJ King; w.clearihue@hotmail.com
Subject: Invitation to visit Castellammare.

Dear Mr. Rehm,

My name is Marianne Perls. We spoke several weeks back about a proposed development 5-15-2074 in Castellammare. At the time, no hearing date had been set and you had not had the opportunity to visit the proposed job site. There are several homeowners who are opposing this proposed development and would like to attend the public hearing. We are hoping that the hearing will be close by. Please let me know when a date has been set... Many thanks.

The other reason for writing is that I would like to invite you to Castellammare. Come and meet several of our neighbors, and most importantly, we would like to show you around our area: show you the property that the developer would like to build on, share some of our concerns and most of all, have you experience for yourself, why it would be so dangerous to allow any sort of staging on our public streets.

Please say 'yes' to this invitation. Along with my neighbors, we look forward to meeting you and to answer any questions you may have.

Many thanks, and I look forward to hearing from you soon.

Marianne Perls
310 806 0944

Begin forwarded message:

From: Marianne Perls <perlsdesign@gmail.com>
Date: March 18, 2016 10:41:32 AM PDT
To: Ezra Gale <ezra.gale@lacity.org>, Mike.Bonin@lacity.org
Cc: Debbie DyerHarris <debbie.dyerharris@lacity.org>, Steven Finnk <sfinnk@yahoo.com>, Skip Schoolnik <sman17@gmail.com>, MINDY Moio-PAYNE <MImp@mac.com>, Anne Perls <aepers@roadrunner.com>, Michael Redmond <m.redmond@earthlink.net>, Barbara Krutchkoff <Barbs@me.com>, y.redmon@earthlink.net, Ava Shevitt <shevittava@yahoo.com>, Steve Perls <steve@perlsarch.com>, PJ King <pj@pjking.com>, w.clearihue@hotmail.com
Subject: CCC is recommending staging on Public Streets !!!!! HELP..

Dear Ezra and Councilman Mike,

As property owners, we respect everyone's right to build on their properties. Still, as homeowners in Castellammare, we want to make sure that neighbors and their property are safe from potential

harm, particularly when a proposed development is being reviewed for approval. With this in mind, I am hopeful that the City and Coastal Commission will continue to listen to any concerns we have about keeping properties and homeowners out of harms way. (CCA 30253)

BUT NOW: Contrary to Zoning and Planning Administration position: "No construction equipment or material shall be permitted to be stored within the public right-of-way" ,the Coastal Commission is recommending to approve that public streets will be used for staging (page 4 1. (Special Conditions) This is simply outrageous . With staging on the street, 4 homes on Revello and 8 homes on Posetano will not have use of the roads. The roads are way, way, way, too narrow to accommodate anything like this. This is such a dangerous and frightening recommendation. Any staging on the public street will prevent everyone from parking on the street and from homeowners accessing their homes . There simply is no room. As it is, homeowners back their cars down Revello until they get to Posetano and Revello where they can turn around. I am told that a truck mounted crane with the outriggers deployed, is likely about 15' wide by 25 feet long. Revello Dr. and Posetano Road are only 18 feet wide..

Ezra, we desperately need our Councilman and you to intervene here so CC Commission reconsiders their position. We are all sickened with this recommendation. Where is there any concern by the CCC for keeping homeowners out of harm's way? Red Flag Day???? Trash day??? the trucks won't have access to our homes, mailman will not be able to get through emergency vehicles..... given the size of the drilling rigs, the amount of supplies and building material, truck mounted cranes, hauling away 1800 + cubic yards.... It's all a disaster waiting to , no... inviting to happen.

On a personal note, My 94 year old mother lives directly across the street from this proposed development. Her caretaker parks on the street. My neighbor next door, can only park on the street.. but that would'nt matter because the road would be taken up by so much equipment, she wouldn't be able to drive out... Everyone has their story and the safety of all neighbors needs to be upheld. Please stop this staging in the public streets. I can't imagine that the Fire Department would approve such a recommendation.

Why can't this developer stage the material and equipment on his property?

Please, please don't let this happen...

So many thanks Ezra

Marianne Perls
310 806 0944

<http://documents.coastal.ca.gov/reports/2016/2/f6d-2-2016.pdf>

III. SPECIAL CONDITIONS

This permit is granted subject to the following special conditions:

1. **Approved Development.** Coastal Development Permit 5-15-2074 permits the construction of a single-family home and two-car garage consistent with the following special conditions. All development must occur in strict compliance with the proposal as set forth in the application, subject to the special conditions. The proposed development is subject to the review and approval of the City of Los Angeles. This action has no effect on conditions imposed by a local government pursuant to an authority other than the Coastal Act, including the conditions of the

City of Los Angeles Department of City Planning Case No. ZA-2014-0801(CDP)(ZAD) and the final conditions of the Grading Division of the City of Los Angeles Department of Building and Safety. The permittee shall obtain all required permits from the City for the use of public streets for the staging of equipment, such as cranes and drill rigs, and for the storage of vehicles and construction materials. The permittee shall abide by all City rules and regulations regarding the use of City streets for transporting equipment and construction materials to and from the project site. In the event of conflict between the terms and conditions imposed by the local government and those of this coastal development permit, the terms and conditions of Coastal Development Permit 5-15-2074 shall prevail.

Rehm, Zach@Coastal

From: mindy payne <mlmp@mac.com>
Sent: Friday, March 18, 2016 1:38 PM
To: Rehm, Zach@Coastal
Cc: Skip Schoolnik; Steven And Claire Finnk; Marianne Perls; Ava Shevitt; M Redmond; Yvonne Redmond; Mike.Bonin@lacity.org; ezra.gale@lacity.org; debbie.dynerharris@lacity.org
Subject: Proposed development 5-15-2074

Hello Mr. Rehm,

I was unable to travel to Morro Bay to attend the first hearing regarding the proposed development referenced above.

There are rumblings in the neighborhood that you are leaning toward approving this project.

I appreciate the magnitude of your workload and all the time it entails. That said, I am begging you to come meet the neighbors and physically look at the proposed site.

I assure you there are no photographs that can convey to you what hardship and more important the danger that a project of this magnitude would force upon the residents.

Thank you and I look forward to hearing from you at your earliest convenience.

Kindly,
Mindy Payne

Sent from my iPhone

Opposed

February 8, 2016

Received at Commission
Meeting

FEB 11 REC'D

California Coastal Commission
South Coast District Office
200 Oceangate, 10th Floor
Long Beach, Calif. 90802
(562) 590-5071

From: _____

PROJECT LOCATION: 17639 Revello Dr., Pacific Palisades, CA 90272
APN(s) 4416021040

PERMIT NUMBER: 5-15-2074

ITEM NO: F6d

DATE: Friday, February 12, 20216

TIME: 9:00 a.m.

PLACE: Inn at Morro Bay

60 State Park Rd. Morro Bay, CA 93442

February 8, 2016

OPPOSED

Stuart M. Schoolnik
17701 Revello Dr.
Pacific Palisades, Ca 90272
sman17@gmail.com
323 816-3355 (c)

Dear Commissioners,

I'm writing to address the pending permit 5-15-2074, Applicant: Revello, LLC.

I'm not altogether sure what exactly the purview of The Coastal Commission is, but I believe there are some issues to address re this application.

Safety is a major concern, and there is barely enough room as is for emergency vehicles (earthquake, fire, police, ambulance, DWP, Gas Co) to maneuver our substandard streets.

The square footage of the home is considerably more than the stated 2,086 if one includes the decks and garage.

While the 2 car garage addresses the (possible) needs of the homeowner, it does not take into consideration the lack of street parking in our neighborhood. Our streets are all a substandard 18' wide and barely able to handle residents' vehicles. The city intends for them to widen it but only in front of their home which does nothing for anyone else. It impinges on beach access for all but the few resident homes in the area. On Red Flag days, there is no street parking at all. When someone is entertaining, there isn't a space to be found for blocks.

We have not seen a staging plan for the construction which is key to making this possible construction at all palatable. The streets aren't wide enough to handle a plethora of worker vehicles nor large sized delivery trucks (cement/lumber/steel) w/o inconveniencing all residents and often blocking entry to our own homes let alone any visitors, nor beachgoers.

People from all of Los Angeles, and around the world, come to use the city concrete stairs to exercise and enjoy the views of the ocean from our small area. Such a place is the stairs at the junction of Posetano and Revello. The proposed home at 17639 (as designed) will be blocking the east and south east views of the ocean. Furthermore, access to this particular view is only accessed by these stairs because the rest of the open properties are too steep to climb.

I cannot speak for all, but there are no homeowners in the area who support this project, and it makes me wonder if we have any rights to keep some semblance of our quality of life?

Thank you for your time and attention.

Yours truly,

Stuart M. Schoolnik

Parking
consistent
w/ code

Public
Traffic

~~OPPOSED~~
~~favor with conditions~~

To: California Coastal Commission

Re: Coastal Permit Application

Permit Number: 5-15-2074

Item: F6d

For the Coastal Commissioners' Consideration:

In our review we have noted the following:

The proposed design is in violation of the current Baseline Hillside Ordinance Comprehensive Guide dated May 9, 2011 "Height Limits" (chart) paragraph G, in that the proposed elevator shaft projection above the 45 foot height limit is closer than 5 feet from the roof perimeter.

Please see attached photos taken from the public stair at the west of the subject site. The photos illustrate existing unobstructed views from the subject site to the east and to the south. This public stair is used on a nearly daily basis, and particularly frequently during weekends by both the visiting general public and nearby residents for exercise and to enjoy the views. Approximately 50% of the existing available view from the public stair will be obscured by the proposed new structure. We recommend that the Commissioners consider measures to mitigate the public's loss and enjoyment of those views.

We have carefully reviewed the subject application documents with findings and recommendations by the Commission Staff. We support the subject development with the condition that both its proposed design and, if approved, its subsequent construction are completed in strict, verified compliance with Coastal Commission conditions of approval, and the current Los Angeles Municipal Code. Strict adherence to the current LAMC Hillside Ordinance must be monitored and assured by the Los Angeles Building Department, its Grading Division, and other authorities having jurisdiction both in the design of the new structure, and during its course of construction.

Respectfully submitted,

P. Steven Perls: one of owners of 17638 Revello Drive
Pacific Palisades, CA 90272

February 8, 2016

OPPOSED

RE: Pending Permit 5-15-2074, Applicant: Revello, LLC

Dear Commissioners,

I am very disappointed that I will be unable to travel to Morro Bay for the very important hearing being held this Friday. I would however like to have my voice heard. I realize a letter is not as impactful as speaking to all of you in person. I have some serious concerns about the proposed project. While I respect the right of property owners, I also believe strongly that the quality of life of existing residents be considered as well.

I trust that all of you are somewhat familiar with this area. The streets are single lane, substandard and extremely narrow. A big concern of mine is emergency access. When large emergency vehicles have to travel these narrow roads, it doesn't take much for their path to be impeded.

During the last new home construction that took place close by, our legally placed mailbox was knocked over by a lumber delivery truck, post and all. On another day a cement truck hit our concrete wall causing a great deal of damage.

I appreciate that parameters are set and must be followed by the builder. Sadly, it has been our experience that oftentimes rules are not followed. For example, during the first phase of the last project there was a steady stream of huge trucks that would line up waiting to pick up loads of dirt. As you are well aware, removing dirt from a hillside takes many days. Instead of obeying the rules of only allowing one truck at a time come up the street, the drivers would line up and wait their turn sitting in their idling trucks for long periods of time. Later in the project we had the same problem with cement trucks. There was a time we politely asked for the drivers to come up one at a time and turn their engines off, we were met with rudeness and disrespect. The pollution from the exhaust was overwhelming. The foreman on the job was not around. I've been told that we are supposed to call the police in instances like this, however with law enforcement services stretched so thin, especially in this area, that hardly seems like a solution to the problem.

One last point I'd like to address is that of parking. There is little street parking left in the area, which means if any of us have guests over it's a mad scramble to find any available space to park. On a red flag day, there is no place for residents to park.

Thank you for considering the safety and well being of the neighborhood.

Sincerely,

Mindy Payne

17701 Revello Dr
Pacific Palisades, Ca 90272

Opposed as currently proposed by owner

Marianne Perls (owner 17639 Revello Dr. Pacific Palisades, CA 90272
1744 Reedvale Lane
Los Angeles, California 90049
perlsdesign@gmail.com
c: 310 806 0944

February 5, 2016

California Coastal Commission
South Coast District Office
200 Oceangate, 10th Floor
Long Beach, Calif. 90802
(562) 590-5071

PROJECT LOCATION: 17639 Revello Dr., Pacific Palisades, CA 90272
APN(s) 4416021040

PERMIT NUMBER: 5-15-2074

ITEM NO: F6d

DATE Friday, February 12, 20216

TIME: 9:00 a.m.

PLACE Inn at Morro Bay

60 State Park Rd. Morro Bay, CA 93442

The following is a letter we submitted to the Zoning Department last year.

We respectfully submit to you our concerns with the hopes that the integrity and character of our community and responsible building is and will be upheld.

Thank you for your time and consideration

Marianne Perls

Marianne Perls
1744 Reedvale Lane
Los Angeles, CA., 90049
perlsdesign@gmail.com

Owner: 17638 Revello Drive
Pacific Palisades, CA., 90272

March 9, 2015, 2015

Antonio Isaia
Los Angeles City Planning Department
Office of Zoning Administration
200 Spring Street rm 763
Los Angeles, CA 90012

RE: Case No: ZA 2014-0801 (CDP)(ZAD); CEQA No ENV3104-802-MND
Location: 17639 Revello Dr., Pacific Palisades, CA 90272

Dear Commissioners:

GEO. 1984 - present
My brothers and I own the property across the street from 17639 Revello Drive. During that time we have seen several property owners attempt to develop this land; each abandoning the idea with the knowledge that it was expensive to build because they would need to drill a minimum of 100 feet below grade and through the ancient active landslide to stabilize that slide, or it was simply too costly to develop it. The current owner is proposing to drill only 12 feet below the slip plane of the slide. This is just one of a number of findings that we find alarming about the developer's proposal to build in Castellammare, because it appears to argue in favor of a less expensive way to stabilize this known hazardous hillside.

Additionally, the Applicant has not addressed how it plans to develop the property compliant with the California Coastal Act, Chapter 3, # 30253. We believe that the proposed architectural design is not consistent with the California Coastal Act #30251. The MND was never sent to the surrounding neighbors for their review. Given the proximity of this lot to the Santa Monica Mountain Conservancy's land, and Fish and Wildlife's negative response to the MND study, we suggest that the MND should be substantiated by a certified EIR. Please also see enumerated review by Steve Perls, Architect, of the submitted conceptual documents for compliance with May, 2011 Baseline Hillside Ordinance. (Submitted March 5, 2015 and the actual plans to be submitted by Friday March 13, 2015)

*Comm. City
- Views*
Hamilton
We oppose the proposed development located at 17639 Revello in its current, submitted form because the proposed development is NOT in compliance with Chapter 3 of the California Coastal Act of 1976 (commencing with Section 30200 of the California Public Resources Code) for the following reasons:

1. Applicant's design proposal is not compliant with **Section 30251 Scenic and visual qualities:** to minimize the alteration of natural land forms and to be visually compatible with the character of surrounding areas.



The rendering of the proposed 17639 Revello Drive, four-story structure (on the left side of the above picture) is out of scale, proportion, and massing with our two story home across the street from it, as well as the surrounding one and two story early to mid-century homes located on Revello and Posetano Roads. The proposed house reaches the top of the existing 88 public stairs with a finished height of approximately 54 feet. Our two story 1970's home, (17638 Revello Drive) as indicated in the rendering on the right side of the picture, is approximately 25 feet high: less than half the height of the proposed structure.

We propose for your consideration that the developer should present a design which reflects the scale, massing, and existing architectural fabric and character of the Castlemmare neighborhood in keeping with Section 30251.



View of our home from a little more than half way up the 88 public stairs that are used by local residents for exercising.



In the immediate vicinity of the proposed structure, the following is a summary of existing houses:
Beginning at Castellammare Rd. on the south side of Revello going east, there are 11 one story and 1 two story homes.
On the north side of Revello Dr. beginning at Castellammare there are 6 2 story homes
On Posetano Rd. there are 8 2 story, 5 one story homes, and 2 recently completed 3 story homes

2. Not Addressed: Section 30240 Environmentally sensitive habitat areas; adjacent developments.

(a) Environmentally sensitive habitat areas shall be protected against any significant disruption of habitat values, and only uses dependent on those resources shall be allowed within those areas.

(b) Development in areas adjacent to environmentally sensitive habitat areas and parks and areas, and shall be compatible with the continuance of those habitat and recreation areas.

We believe that the applicant has not acknowledged (see applicant's California Coastal Permit Application) that the adjacent lots are owned/maintained by the Santa Monica Mountain Conservancy. Given the size of the unimproved 1969 slide that abuts the land belonging to the Santa Monica Mountain Conservancy, and the continuous open area west to Tramonto Road leading to land belonging to the Getty Museum, it is possible that a wildlife corridor exists. This needs to be independently investigated, and the results reported and evaluated.

We recommend that an MND should be substantiated by a certified EIR. Fish and Wildlife's letter, dated October 24, 2014, does not approve the MND, and has several pages of questions for the applicants to answer. To date, these questions have not been adequately addressed by the applicant.

3. Not Addressed: Section 30253 Minimization of Adverse Impacts

New development shall:

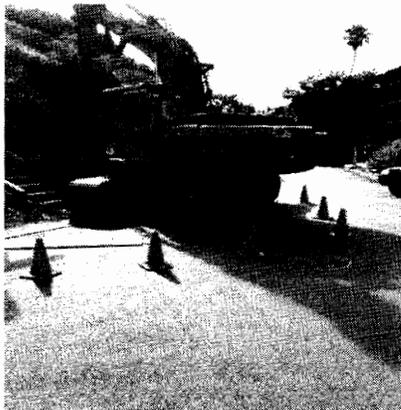
Minimize risks to life and property in areas of high geologic, flood, and fire hazard. Assure stability and structural integrity, and neither create nor contribute significantly to erosion, geologic instability, or destruction of the site or surrounding area or in any way require the construction of protective devices that would substantially alter natural landforms along bluffs and cliffs. *To date the owner/applicant has yet to adequately address section 30253.*

We have yet to see submitted and approved documents which by design will mitigate and preclude land slippage or other adverse effects of excavation during the course of construction for this project. Such documents must be submitted now before either the City or the Coastal Commission can render a finding under Coastal Act Section 30253.

We have yet to see submitted and approved documents which indicate the means and methods by which the four homes on Revello Drive, east of Posetano Rd will have access to and from their homes during construction. Posetano both north and south, may be equally negatively impacted by such the proposed development. Revello Drive is basically a one-way road with parked cars.

Staircase

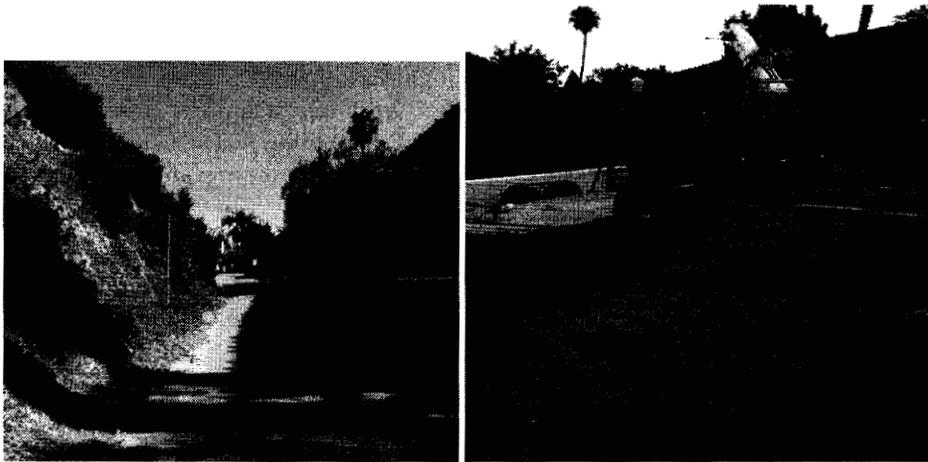
Revello blocked



Posetano Road with limited passage



There will be little room to access our homes east of Posetano, and certainly no place to park on Revello east of Posetano. (Picture of Revello Drive facing east ... car is next to our 17638 Revello home)



4. We have yet to see submitted and approved documents which indicate the means and methods by which our homes east of Posetano Road on Revello Drive, or our neighbor below us on Posetano Rd. and north

and south on Posetano Road will not be damaged by construction activities associated with the proposed structure. We are apprehensive that the proposed construction activities may cause another landslide on Posetano Rd and 17633 Castellammare Rd. (directly below or part of this slide) that was condemned by the City about 2005. Mr. Michael's Critique of March 17, 2002, which showed that:

"the active landslide had expanded across Posetano Road and also above the Leeds property (17633 Castellammare) and was causing cracking of two houses, (17700, 17712 Revello Dr. (South west corner of Posetano Rd and Revello Dr) was received by the City, initiating the City's action. Geologists from Building and Safety and several divisions of Public Works, along with Council staff investigated Posetano Rd. and Castellammare near that proposed site. The City was facing enormous costs to not only repair the damage but it might have to condemn many of the properties." (Jack Allen, Esq. letter to Coastal Commission p.5 permit number 5-02-334, August 12, 2002)

Posetano Road 2010, slope failure, not sure what happened here, yet a terrible inconvenience to homeowners wanting to access their homes where the road was blocked for a day, two days?? Is this method of shoring to code?



5. **'By Right'**. Owners have the right to build on their property, but according to the Coastal Commission a Property Owner does not have the Right to develop his property if development will pose a hazard to other properties. "There is no such right," according to Jack Allen, land use attorney, "no property owner has the right to build if the construction could result in a hazard to adjacent property owners. If the Commission has such a policy, then it violates Coastal Act Section 30253 which has as its very purpose the prevention of development which may be a hazard to adjacent properties" (letter Jack Allen, Esq. June 2003 Coastal Commission A-5-PPL-02-276 and 5-02-334)

6. **Assure Stability and Structural integrity.** Castellammare is not only rife with ancient active landslides, but equally with opportunists who have had little understanding or regard as to the hazards of building in

CEO

such a volatile, active landslide area. Throughout the 27 years that we have participated in *trying to encourage responsible building* in Castellammare, there have been few developers who presented accurate, sound soils reports. "In review of post-1963 geotechnical and geological reports for residential construction permits in the Castellammare area indicates a significant variation in geologic opinion regarding the existence, depth, and location of landslides." ... in some, a landslide did not even exist even when it did. (Effects of the 1993 storms on the west Castellammare mesa landslide P. 88 Storm-Induced Geologic Hazards: edited by Robert A Larson and James Slosson. Pub. The Geological Society of America 1997.)

In our attempts to safeguard our unique Mediterranean setting, our community has spent thousands upon thousands of dollars hiring geologists and land-use attorneys to substantiate or challenge geological findings of potential developments on active landslides or in 'hazardous areas'. In the 6 or 7 cases in which I have been involved, questions by experts have arisen as to the accuracy and suitability of submitted soils reports:

Geological report of 17761-17807 Castellammare: "On October 31, both the LADBS Engineering Geologist and the Geotechnical Engineer visited the site. They discovered that the soil, as exposed in the vertical excavation, *was not congruent with the type of soil previously submitted to*, and approved by, LADBS. The exposed soil reflected a lower strength, thus further calling into question the slope stability of the excessive excavation" letter from Tom Whelan Executive Officer 8/10/2001 to City Council requesting for assessment against 17761-17807 Castellammare Drive.

Geological report of 17633 Castellammare Dr.: An independent Geologist, Don Michael was hired to review the reports for this property He discovered several problems. The one most alarming to him was that the basis for *discovering the safety factor* for this lot was based on a computer program that assumes circular arcs as slide surfaces when indeed the landslide in question is rather a result of translational sliding and hence has a slide surface that is essentially planar. *The retained consultant used an incorrect formula that gave this lot a higher safety factor.*"

The 17616 Posetano Road development was completed in 1999, and is 2 lots east of the 17633 Castellammare project. Several years later, the owner had to add an additional 8 caissons to stabilize his home and hillside. Dewatering mechanisms were also established at this site.

It was discovered that at the 17711 Revello Dr. that consulting geotechnical engineer used the same geology report as for 17633 Castellammare. That report may not have included evidence of natural springs in this area and under this particular lot.

It is because of this sort of geological reporting that we homeowners in Castellammare are leary of any developer wanting to build in this area. Homeowners are simply exhausted by having to call the police to end conflicts, obstructed right-of-ways, insufficient City funds to enforce City codes, and an apparent disregard by developers/contractors for surrounding properties while construction is in progress.

The initial development of the property at the corner of Revello and Castellammare (17761-17807 Castellammare Drive, in the early 1990's) has led to 25 years of a denuded, unfinished eye sore that is a continuous reminder of what can and did go wrong. To this day the land stands barren as a result of the city allowing a developer to build 'by right' but who then went on to build substandard retaining walls. To this day the surrounding homes live with a potential hazard across the street from their property as well as live with the probable devaluation of their homes. In the end, the City paid for temporary retaining walls along Castellammare Road at an expense of \$420,000 to the tax payers. The developer ran out of money, sued the City and won. The City spent millions. We are trying to avoid a recurrence of this.



Many of us would welcome responsible development that would help to stabilize the hillsides of Castellammare. If that were accomplished, we would all feel safer living here. It would further increase the property values in the neighborhood. But Castellammare is peppered with ancient active landslides and slope creep. The history of building in Castellammare has been plagued by opportunists who have had little understanding or regard for the hazards of building in such a volatile area. The actions of prior developers has resulted in a loss of trust by many of us in this neighborhood.

The subject Applicant has yet to convincingly complete their application of the Coastal Development Permit, or to properly reflect the Baseline Hillside Ordinance of May 2011 in their proposed building design. To our knowledge, the Applicant has not responded to the Geology and Soils Report Approval Letter dated August 21, 2014 making it futile for our geologist to respond in an accurate way. A letter from The Department of Fish and Wildlife dated October 24, 2014 did not approve the MND and have requested additional information. An MND in this case should be substantiated by a certified EIR report. We believe that Chapter 3 of the California Coastal Act commencing with section 30200 has been, for the most part, not properly addressed by the applicant. It is for the above reasons that we do not support the currently proposed structure at the subject site.

Many thanks for your time and considerations,

Marianne Perls

FEB 17 2016

CALIFORNIA
COASTAL COMMISSION

February 4, 2016

Re A5 PPL 05.63 5 05 236 and view Easement for 17446 Revello Drive

Now that the landslide repair has been completed and the property has been graded for development, I want to ensure that the view easement continues in order to preserve the ocean view from my house.

After one of the hearings for the Landmark Development, Ms. Emerson marked across one of the documents a 30x50 view easement for my house and added in perpetuity. (Marked #1 and enclosed.)

When our house was being built, we had to stay 15 feet from the back property line, and I presumed that any buildings on the Landmark site would also have to observe this set back.

The building set back took the view corridor to the Fire Department's turn around easement, also to be in perpetuity. Adding the 2 set backs from the back line, and the Fire Department's easement and the 30x50 view easement covered views from both the living room and dining room of my house.

Later, another easement was added for the house next door and the condominiums.

In 2012 an approved site plan shows how the original view easement was planned. (Marked #2 and enclosed).

Sincerely,

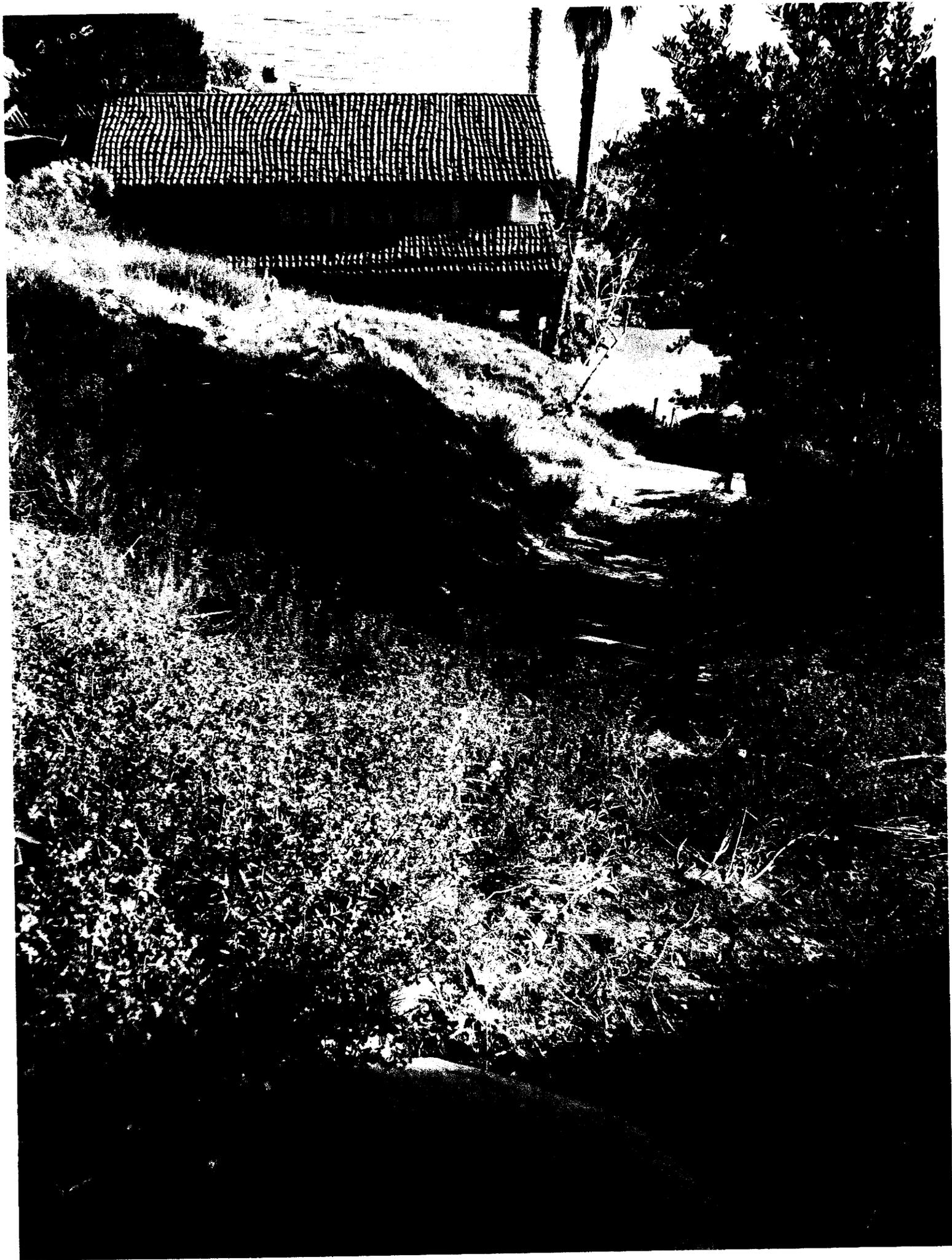


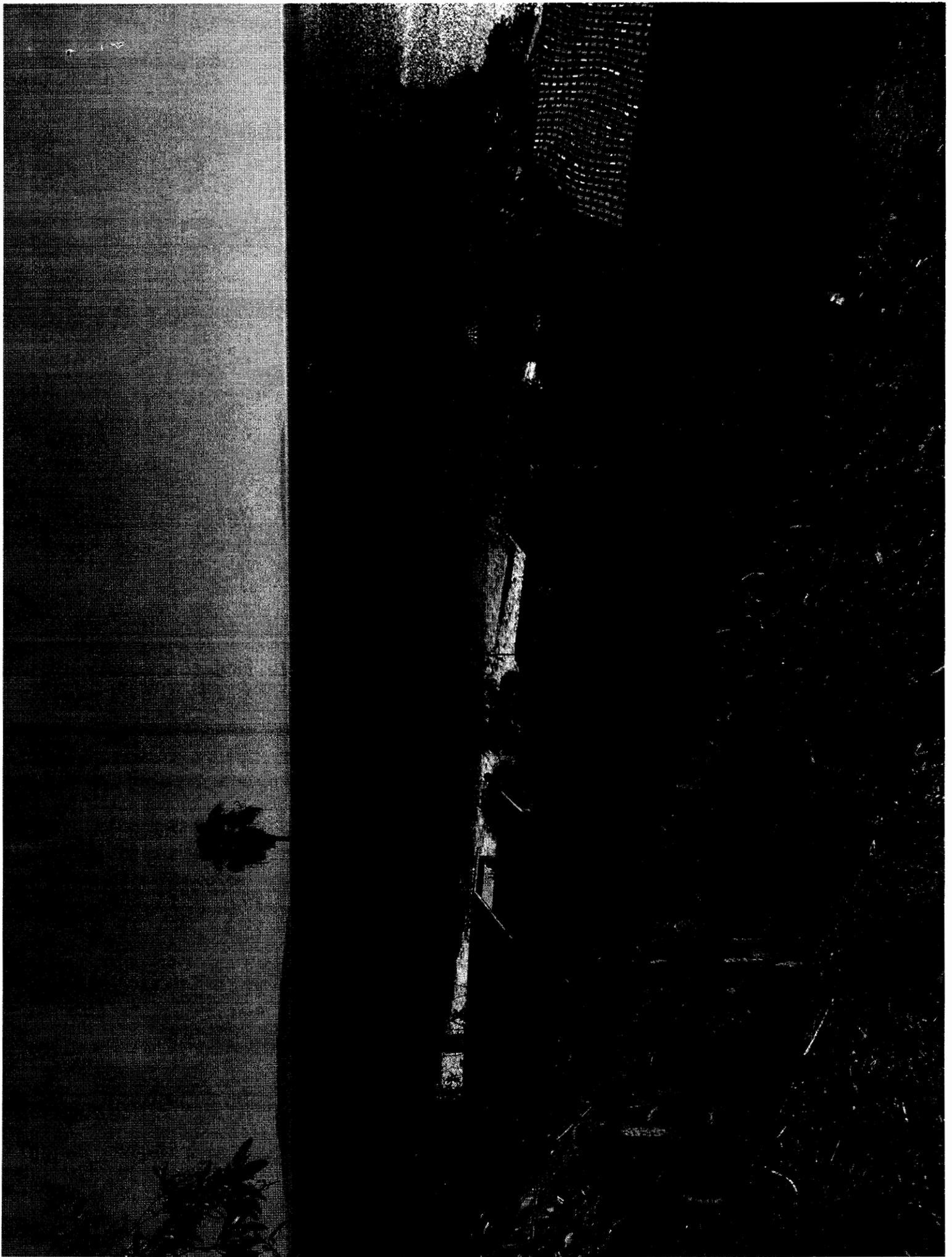
Alice M. Beagles

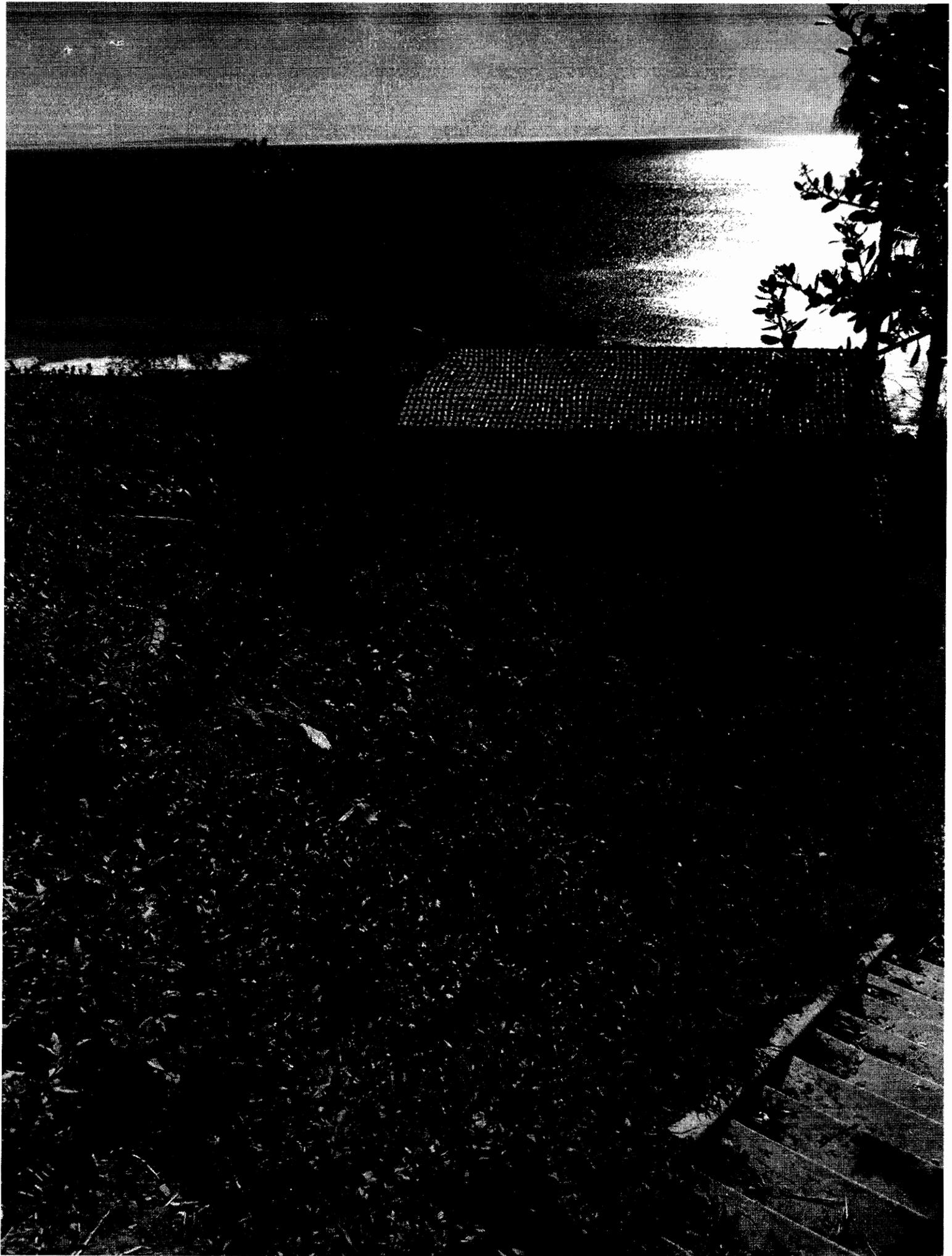
Alice Beagles
17446 Revello Dr.
Pacific Palms, CA 90272-4159

I am sorry these copies are not clearer. The originals are in the CC files

I do not believe my new corridor is protected by the current grading and I wish to ask that the Coastal Commission look into this variation, if one exists.



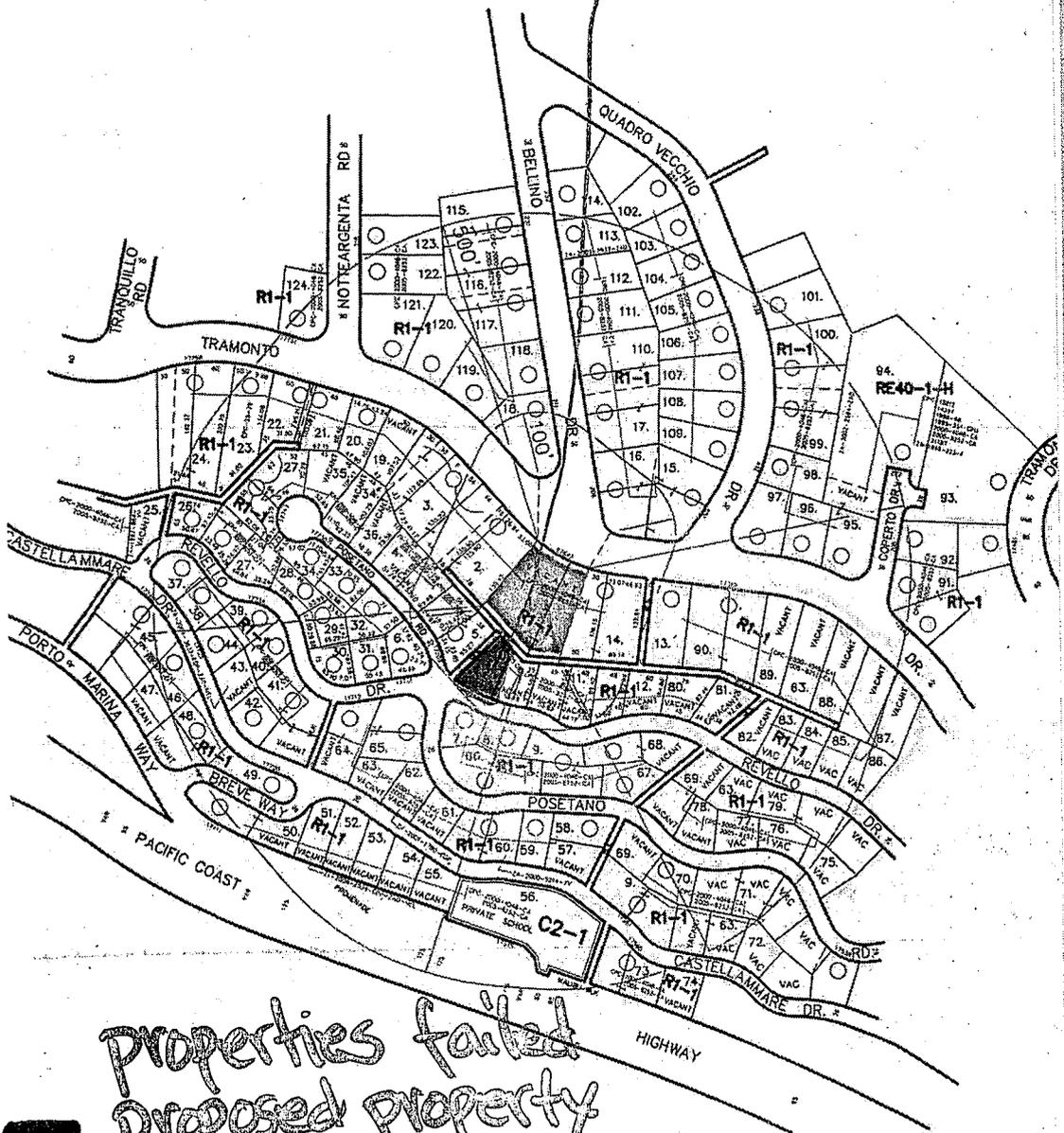




From: usheart usheart@roadrunner.com
 Subject: Document - Feb 19, 2015
 Date: February 19, 2015 at 8:46 AM
 To: Miller Stuart usheart@roadrunner.com

*17639 Revello
 this failed in 1969*

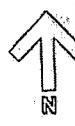
Scanned with TurboScan.



*properties failed
 proposed property*

LEGAL DESCRIPTION: LOT 8 AND POR L 1'S, ARG 1, BLOCK 11, TRACT 8923, M. B. 118-27/35

T.B. PAGE 630 GRID F6	ZONE VARIANCE AND COASTAL DEVELOPMENT PERMIT	CASE NO: DATE: 08-12-11 DRAWN BY: JPL ZONING SERVICES D.M. OR CAD: 1268117 SCALE: 1"=100' USES: FIELD
C.D. 11 - ROSENDAHL C.T. 2826.02 P.A. BRENTWOOD - PACIFIC PALISADES		CAD GRAPHICS BY  JPL Zoning Services 6257 Van Nuys Bl, #101 Van Nuys, CA 91401 (818)781-0016



JPL-6838



Revello, LLC
4207 S. Hudson Parkway
Englewood, CO 80113

Zach Rehm
California Coastal Commission
200 OceanGate, 10th Floor
Long Beach, CA 90802-4416
Re: 17639 Revello Dr. 5-15-2074

Dear Mr. Rehm,

In response to your inquiry relating to the construction process and staging for the project, I am enclosing the requirements from the City of Los Angeles, Coastal Development Permit approval (section d & e). They are acceptable and comprehensive to protect the neighbors from excessive noise and the effects of a new construction project within reason. The neighbors are aware of two projects of similar scope two doors away. This type of construction requires large equipment in order to build the foundation. With that knowledge we will make every effort to mitigate the inconvenience and comply with the attached requirements.

If you need additional clarification or information that I can shed on the process, please let me know.

Sincerely,

David Diamond

Revello, LLC



- d. Hillside Construction Staging and Parking Plan
 - 1) Prior to the issuance of a grading or building permit, the applicant shall submit a Construction Staging and Parking Plan to the Department of Building and Safety and the Fire Department for review and approval. The plan shall identify where all construction materials, equipment, and vehicles will be stored through the construction phase of the project, as well as where contractor, subcontractor, and laborers will park their vehicles so as to prevent blockage of two-way traffic on streets in the vicinity of the construction site. The Construction Staging and Parking Plan shall include, but not be limited to, the following:

Exhibit 5

Page 3 of 3

California Coastal
Commission

- a) No construction equipment or material shall be permitted to be stored within the public right-of-way.
 - b) If the property fronts on a designated Red Flag Street, on noticed "Red Flag" days, all the workers shall be shuttled from an off-site area, located on a non-Red Flag Street to and from the site in order to keep roads open on Red Flag days.
 - c) During the Excavation and Grading phases, only one truck hauler shall be allowed on the site at any one time. The drivers shall be required to follow the designated travel plan or approved Haul Route.
 - d) Truck traffic directed to the project site for the purpose of delivering materials, construction-machinery, or removal of graded soil shall be limited to off-peak traffic hours, Monday through Friday only. No truck deliveries shall be permitted on Saturdays or Sundays.
 - e) All deliveries during construction shall be coordinated so that only one vendor/delivery vehicle is at the site at one time, and that a construction supervisor is present at such time.
 - f) A radio operator shall be on-site to coordinate the movement of material and personnel in order to keep the roads open for emergency vehicles, their apparatus, and neighbors.
 - g) During all phases of construction, all construction vehicle parking and queuing related to the project shall be as required to the satisfaction of the Department of Building and Safety, and in substantial compliance with the Construction Staging and Parking Plan, except as may be modified by the Department of Building and Safety or the Fire Department.
- e. Increased Noise Levels (Demolition, Grading and Construction Activities)
- 1) The project shall comply with the City of Los Angeles Noise Ordinance Nos. 144,331 and 161,574, and any subsequent ordinances, which prohibit the emission or creation of noise beyond certain levels at adjacent uses unless technically infeasible.
 - 2) Construction and demolition shall be restricted to the hours of 7 a.m. to 6 p.m. Monday through Friday, and 8 a.m. to 6 p.m. on Saturday.
 - 3) Demolition and construction activities shall be scheduled so as to avoid operating several pieces of equipment simultaneously, which causes high noise levels.