

CALIFORNIA COASTAL COMMISSION

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Staff: M. Alvarado – LB
Date: April 20, 2017

ADMINISTRATIVE PERMIT

Application No. 5-17-0160

Applicant: Kim Gordon

Project Description: Substantial demolition, interior remodel, new 728 sq. ft. roof deck, 112 sq. ft. first floor addition, and 786 sq. ft. second-floor addition to an approximately 2,214 sq. ft., 25 ft. high two-story single-family residence with an existing detached one-car garage, resulting in an approximately 3,112 sq. ft., 25 ft.-high, two-story single-family residence with detached one-car garage. Two additional on-site parking spaces are proposed for a total of three (3) on-site parking spaces, which will be accessible from the rear alley, and the existing curb cut on Dickson Street will be removed.

Project Location: 928 Dickson Street, Venice, City of Los Angeles, Los Angeles County
APN: 4229-008-023

EXECUTIVE DIRECTOR'S DETERMINATION

The findings for this determination, and for any special conditions, appear on subsequent pages.

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

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

May 12, 2017 8:30 a.m.
San Diego Board of Supervisors Chambers
1600 Pacific Highway
San Diego, CA 92101

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

Pursuant to 14 Cal. Admin. Code Sections 13150(b) and 13158, you must sign the enclosed duplicate copy acknowledging the permit's receipt and accepting its contents, including all

conditions, and return it to our office. Following the Commission's meeting, and once we have received the signed acknowledgement and evidence of compliance with all special conditions, we will send you a Notice of Administrative Permit Effectiveness.

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

JOHN AINSWORTH
Executive Director

By: Marlene Alvarado
Coastal Program Analyst

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 permittee or authorized agent, acknowledging receipt of the permit and acceptance of the terms and conditions, is returned to the Commission office.
2. **Expiration.** If development has not commenced, the permit will expire two years from the date 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 term or condition will be resolved by the Executive Director or the Commission.
4. **Assignment.** The permit may be assigned to any qualified person, provided assignee files with the Commission an affidavit accepting all terms and conditions of the permit.
5. **Terms and Conditions Run with the Land.** These terms and conditions shall be perpetual, and it is the intention of the Commission and the permittee to bind all future owners and possessors of the subject property to the terms and conditions.

SPECIAL CONDITIONS: See pages seven through eight.

EXECUTIVE DIRECTOR'S DETERMINATION (continued):

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

FINDINGS FOR EXECUTIVE DIRECTOR'S DETERMINATION

A. PROJECT DESCRIPTION

The applicant proposes to substantially demolish and remodel the existing 2,214 sq. ft., 25 ft. high two-story single-family residence on a 5,400 sq. ft. lot at 928 Dickson Street in the Oxford Triangle subarea of Venice, Los Angeles (**Exhibit 1**). The proposed project consists of the demolition of approximately 46.5 percent of the existing exterior walls and 100 percent of the existing roof. The project also consists of an interior remodel with a 112 sq. ft. first-floor addition and 786 sq. ft. second-floor addition resulting in an approximately 3,112 sq. ft., 25 ft. high two-story single-family residence with a new 728 sq. ft. roof deck (**Exhibits 2 & 3**). The existing detached one-car garage will remain (**Exhibit 3**). Additionally, the proposal includes two (2) new on-site parking spaces within the rear yard setback adjacent to alley, and the existing curb cut on Dickson Street will be removed (**Exhibit 3**). The proposed project includes rain gutters, downspouts, rain barrels, and permeable pavers consistent with Coastal Act requirements to minimize energy use and preserve water quality, and consistent with the City's adopted CALGreen standards and other City guidelines. Runoff will be diverted into permeable surfaces, toward the landscaped areas for percolation, and to the street drainage system. **Special Condition 1** and **Special Condition 2** require the applicant to implement water quality and best management practices (BMP) measures, as well as, drought tolerant non-invasive landscaping in the event that new landscaping is installed.

Pursuant to Policy II.A.3 of the certified Venice Land Use Plan (LUP), a single-family residence on a lot of 35 ft. or more in width and adjacent to an alley is required to provide three (3) on-site parking spaces. This only applies to new residences and where more than 50 percent of the existing structure is removed and/or replaced, and the development is considered new development. The applicant proposes to maintain three on-site parking spaces — the existing one-car garage and the proposed two on-site parking spaces — accessed from a driveway at the rear alley, which is consistent with the standards of the LUP and with previous Commission actions in the area. All vehicular access will be taken from the alley.

Typically, the Commission looks at allowable land uses, density, and height when evaluating whether or not a project is visually compatible with the character of the neighborhood, along with the existing characteristics of the surrounding area. The project site is part of a developed

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residential neighborhood approximately 1.15-mile inland of the public beach and about ¼ -mile inland of Marina del Rey waterfront, and is designated for single-family residential use by the Venice Land Use Plan and R1-1 by the Los Angeles Zoning Code. All the buildings along Dickson Street are residential structures. The Oxford Triangle neighborhood is comprised of an amalgam of new and old buildings, mostly one or two stories in height. Approximately 72 percent of the residential buildings along Dickson Street are two stories in height. The proposed project at 928 Dickson Street will result in an approximately 3,112 sq. ft., 25 ft. high, two-story single-family residence. The project is designed to be consistent with previous Commission actions in the Oxford Triangle neighborhood (see table below for past Commission actions in the surrounding area).

The City of Los Angeles has consistently limited new development in the project area to a height of 25 ft. (flat roof), or 30 ft. (varied roofline) measured above the fronting right-of-way. The proposed project conforms to the 30-ft. height limit of the LUP for varied rooflines with a maximum height of 25 ft. In addition, the proposal will maintain a stepped back second story design with a mixture of both flat and sloped rooflines. An approximately 80 sq. ft. roof access structure is proposed that will extend 42-in. above the roofline, which is allowed in the Venice certified LUP. Accordingly, both the City and the Commission permit roof access structures (no more than 100 sq. ft. in size) to exceed the flat roof height limit by no more than 10 feet if the scenic and visual qualities of the area are not negatively impacted. The Venice Specific Plan, which the Commission has not certified, also sets forth the same height limits as the certified Venice LUP. The project, as proposed, conforms to the mandated height limits in its neighborhood. Overall, the project is designed to be compatible with the residential character of the surrounding development.

Table 1. Recent past Commission actions within Oxford Triangle subarea in Venice.

Address	CDP No.	Height (ft.)	# of Stories	Square Footage
3024 Stanford Ave (SFR)	5-16-0985	25*	2	2,670
3021 Stanford Ave (SFR)	5-16-0685	25*	2	2,702
3104 Stanford Ave (SFR)	5-01-035-X	26	2	1,986
3113 Yale Ave (SFR)	5-13-0543-W	30	2	2,669
3007 Thatcher Ave (SFR)	5-06-452-W	30	3	2,732
3109 Thatcher Ave (SFR)	5-08-080-W	30	3	2,544
3111 Thatcher Ave (SFR)	5-02-354-W	30	3	2,285
3140 Thatcher Ave (SFR)	5-06-162-W	27*	2	3,168
3220 Thatcher Ave (SFR)	5-06-265-W	28*	2	3,862

*roof access structure not included in height

The City has not designated the building as a historic resource within the community, and SurveyLA, which is used as guidelines for historic resources in the area, also does not consider the property a historic resource nor does any other inventory maintained by the local government, the State of California, or the United States Federal Government.

Section 30601 of the Coastal Act provides details regarding the geographic areas where applicant must also obtain a coastal development permit from the Commission in addition to obtaining a local coastal development permit from the City. These areas are considered Dual Permit Jurisdiction areas. Coastal zone areas outside of the Dual Permit Jurisdiction areas are considered Single Permit Jurisdiction areas. Pursuant to Section 30600(b) of the Coastal Act, the City of Los Angeles has been granted the authority to approve or deny coastal development permits in both jurisdictions, but all of the City's actions are appealable to the Commission. In this case, the project site is within the Single Permit Jurisdiction area.

Pursuant to Section 30600(b) of the Coastal Act, the City of Los Angeles has opted to issue its own coastal development permits prior to certification of a Local Coastal Program (LCP) except for those permits eligible for issuance as administrative coastal development permits by the Executive Director under Section 30624. Section 30624 of the Coastal Act states in part:

(a) The commission shall provide, by regulation, for the issuance of coastal development permits by the executive director of the commission or, where the coastal development permit authority has been delegated to a local government pursuant to Section 30600.5, by an appropriate local official designated by resolution of the local government without compliance with the procedures specified in this chapter in cases of emergency, other than an emergency provided for under Section 30611, and for the following nonemergency developments: improvements to any existing structure; any single-family dwelling; any development of four dwelling units or less within any incorporated area that does not require demolition, and any other developments not in excess of one hundred thousand dollars (\$100,000) other than any division of land, and any development specifically authorized as a principal permitted use and proposed in an area for which the land use portion of the applicable local coastal program has been certified...

Local approval of the proposed project (i.e., the Venice Specific Plan) allows the applicant the option of applying to the Commission for a coastal development permit (CDP) rather than a local coastal development permit through the City. The Executive Director of the Coastal Commission may consider the issuance of an administrative coastal development permit for a proposed project pursuant to Section 30624 of the Coastal Act. If the project is not one of the above mentioned categories of development, or the development raises significant environmental/coastal issues, such issues cannot be appropriately addressed on the Commission's administrative permit process and must be addressed by the City through its local coastal development permit process.

In this case, the proposed project has received the appropriate approvals from the local government and qualifies for the Commission's Administrative Calendar. The Venice Neighborhood Council recommended approval of the proposed development by a vote of 12-2-2 on December 20, 2016. The proposed development received Venice Coastal Zone Specific Plan Director of Planning Sign-off on April 5, 2016 (DIR-2017-415-VSO) from the City of Los Angeles Department of City Planning. The VSO was revised on March 20, 2017, and again on April 4, 2017.

Special Condition 3 is imposed to ensure the applicant carries out the development in strict compliance with the proposal as set forth in this application for permit No. 5-17-0160 and to ensure that the three on-site parking spaces are maintained.

Therefore, the proposed project, as conditioned, is consistent with Chapter 3 policies of the Coastal Act and previous Commission approvals, and will not prejudice the City's ability to prepare an LCP.

B. PUBLIC ACCESS

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

C. WATER QUALITY

The proposed development has a potential for a discharge of polluted runoff from the project site into coastal waters. The development, as proposed and as conditioned, incorporates best management practices (BMPs) to minimize the effect of construction and post-construction activities on the marine environment. These BMPs include, but are not limited to, the appropriate management of equipment and construction materials, reducing runoff through the use of rain barrels and 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, as imposed in **Special Condition 1** and **Special Condition 2**. 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.

D. DEVELOPMENT

A single-family residence consists of many components that can be measured, such as: the foundation, plumbing, electrical, walls, floor, and/or roof of the structure. The project plans must indicate the amount of demolition and augmentation that is necessary to build the proposed project. If 50 percent or more of the total of these components are being replaced, then the project must obtain a coastal development permit pursuant to Section 30600(a) of the Coastal Act. Typically, the addition of a second-story to a one-story house would necessitate a coastal development permit because the amount of construction required to support the additional weight of a new level would often require substantial reconstruction/reinforcement of the first-floor load bearing walls, often with steel framing, and/or a new foundation, and removal of the existing roof. Even if the plans do not indicate replacement of floors and walls, the City building inspector may require replacement of these components for safety reasons. For example, when an older house is enlarged from one story to two-story, more than fifty percent of the components may need to be replaced due to termite infestation and/or dry rot, which are typical of Southern California homes.

In this case, the applicant's proposal includes an estimated 46.5 percent demolition of the exterior walls and 100 percent replacement of the roof of the existing 2,214 sq. ft., two-story single-family residence constructed in 1952, which exceeds the threshold for new development. Although the subject residence is already partially two-stories, the applicant is proposing a substantial second story addition over a large portion of the residence that is only one-story. In addition, the age of the existing structure indicates that there may be underlying issues that could potentially increase the amount of demolition from what is proposed on the submitted plans. The Commission requires coastal development permits for projects that result in the demolition of more than 50 percent of the

existing structure, substantial but unknown amount of demolition or full demolition of the structure. By approving a coastal development permit for projects that include substantial demolition, the Commission acknowledges that because of unforeseen issues (such as those described above) the amount of demolition of a structure could change from the approved demolition plans. Therefore, with the approval of this coastal development permit, the Commission acknowledges that because of the age of the existing structure at 928 Dickson Street, potentially more than the proposed demolition might occur and this permit does not limit the amount of demolition on the site. In the end, the amount of demolition has no bearing on the review of the proposed resulting structure. Rather the proposed plans for the final structure are reviewed for conformity with the standards and policies set forth in the certified Venice LUP and the Coastal Act.

As proposed, the development is located within an existing developed area and is compatible with the character and scale of the surrounding area. The project provides adequate parking based on the Commission's typically applied standards. Therefore, as proposed, the development conforms with Sections 30250, 30251, 30252 and 30253 of the Coastal Act.

E. LOCAL COASTAL PROGRAM

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 Venice Land Use Plan was certified by the Commission on June 14, 2001 and is advisory in nature and may provide guidance. The proposed development is consistent with Chapter 3 of the Coastal Act and with the certified Land Use Plan for the area. Approval of the project as proposed will not prejudice the ability of the local government to prepare an LCP that is in conformity with the provisions of Chapter 3 of the Coastal Act.

F. CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA)

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 proposed project is the least environmentally damaging feasible alternative and can be found consistent with the requirements of the Coastal Act to conform to CEQA.

SPECIAL CONDITIONS

This permit is granted subject to the following special conditions:

1. **Construction Responsibilities and Debris Removal.** By acceptance of this permit, the applicants agree that the permitted development shall be conducted in a manner that protects water quality pursuant to the implementation of the following BMPs:
 - a) No construction or demolition materials, equipment, debris, or waste will be placed or stored where it may be subject to wind or rain erosion and dispersion.

- b) All grading and excavation areas shall be properly covered and sandbags and/or ditches shall be used to prevent runoff from leaving the site, and measures to control erosion must be implemented at the end of each day's work.
 - c) Washout from concrete trucks shall be disposed of at a controlled location not subject to runoff into coastal waters or onto the beach, and more than fifty feet away from a storm drain, open ditch or surface waters.
 - d) Any and all demolition/construction material shall be removed from the site (via the alley only) within ten days of completion of demolition/construction and disposed of at an appropriate location. If the disposal site is located within the coastal zone, a coastal development permit or an amendment to this permit shall be required before disposal can take place.
 - e) Erosion control/sedimentation Best Management Practices (BMPs) shall be used to control sedimentation impacts to coastal waters during construction. BMPs shall include, but are not limited to: placement of sand bags around drainage inlets to prevent runoff/sediment transport into the sea.
 - f) Any spills of construction equipment fluids or other hazardous materials shall be immediately contained on-site and disposed of in an environmentally safe manner as soon as possible.
 - g) During construction of the project, no runoff, site drainage or dewatering shall be directed from the site into any street, alley or storm drain, unless specifically authorized by the California Regional Water Quality Control Board.
2. **Landscaping – Drought Tolerant, Non-Invasive Plants.**
- A. Vegetated landscaped areas shall only consist of native plants or non-native drought tolerant plants, which are non-invasive. 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. All plants shall be low water use plants as identified by California Department of Water Resources (See: <http://www.water.ca.gov/wateruseefficiency/docs/wucols00.pdf>).
 - B. Use of reclaimed water for irrigation is encouraged. If using potable water for irrigation, only drip or microspray irrigation systems may be used. Other water conservation measures shall be considered, such as weather based irrigation controllers.
3. **Permit Compliance.** Coastal Development Permit 5-17-0160 authorizes the proposed development described herein, including, but not limited to, the major remodel of the single-family residence. The applicants shall maintain three (3) parking spaces on-site over the life of the approved development. All development must occur in strict compliance with the proposal as set forth in the application, subject to the special conditions.

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.

ACKNOWLEDGMENT OF PERMIT RECEIPT/ACCEPTANCE OF CONTENTS

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

Applicant's Signature

Date of Signing