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STAFF REPORT: REGULAR CALENDAR

Application No.:	**5-26-0356**
Applicant:	**Danny Monempour**
Agent:	Isabel Giraldo
Location:	2161 W 25th St., San Pedro, City of Los Angeles, Los Angeles County (APN 4188-008-012)
Project Description:	Convert an existing nine parking space, 1,772 sq. ft. detached carport and storage structure associated with a multi-family apartment building into seven 245 sq. ft. Accessory Dwelling Units (ADUs) with four replacement parking spaces and twelve bike parking stalls.
Staff Recommendation:	Approval with conditions

SUMMARY OF STAFF RECOMMENDATION:

The applicant requests a permit for the conversion of an existing detached carport into seven 245 sq. ft. ADUs. The project site is located on a developed 68,570 sq. ft. lot located approximately one half mile inland of the beach, in an urbanized residential neighborhood. Two detached multi-family apartment buildings with multiple attached and detached carports and storage facilities currently exist on site. One of the detached carport and storage structures onsite would be converted into ADUs. The proposed project includes four (4) on-site replacement parking spaces and 12 on-site bike parking stalls.

Staff is recommending **approval** of the proposed coastal development permit with **(4)** special conditions. The special conditions would: **1)** require application for a new or amendment coastal development permit to make any changes to the proposed structures; **2)** construction BMPs; **3)** compliance with any other local City permit requirements; and **4)** assumption of risk, waiver of liability and indemnity, imposing all of the Special Conditions contained in this staff report as restrictions on the property.

TABLE OF CONTENTS

I. MOTION AND RESOLUTION 3
II. STANDARD CONDITIONS: 3
III. SPECIAL CONDITIONS: 4
IV. FINDINGS AND DECLARATIONS: 6
A. PROJECT LOCATION & DESCRIPTION 6
B. PUBLIC ACCESS AND RECREATION 6
C. DEVELOPMENT 9
D. COASTAL HAZARDS 11
E. WATER QUALITY 12
F. LOCAL COASTAL PROGRAM (LCP) 12
G. CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA) 13

APPENDICES

Appendix A - Substantive File Documents

EXHIBITS

Exhibit 1 – Vicinity Map
Exhibit 2 – Site Plan
Exhibit 3 – Nearby Recreation Trails and Available Nearby Transit
Exhibit 4 – San Pedro Land Use Plan Residential Parking Standards

I. MOTION AND RESOLUTION

Motion:

I move that the Commission **approve** Coastal Development Permit No. 5-26-0356 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 the 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 Certified Local Coastal Plan and the public access and recreation policies of the Coastal Act. 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 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 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 of interpretation of any condition will be resolved by the Executive Director or the Commission.

4. **Assignment.** The permit may be assigned to any qualified person, provided assignee files with the Commission an affidavit accepting all terms and conditions of the permit.

5. **Terms and Conditions Run with the Land.** These terms and conditions shall be perpetual, and it is the intention of the Commission and the permittee to bind all future owners and possessors of the subject property to the terms and conditions.

III. SPECIAL CONDITIONS:

This permit is granted subject to the following special conditions:

1. Approved Development.

The development approved by Coastal Development Permit No. 5-26-0356 is for construction of seven Accessory Dwelling Units (ADUs) four on-site replacement parking spaces, and 12 on-site bicycle parking stalls. No changes to the existing multi-family structures totaling 36 units or the remaining 31 on-site parking spaces are proposed or approved by this coastal development permit. The permittee and all successors shall maintain the development as approved by this coastal development permit. Any changes to the existing multi-family structures and/or 31 on-site vehicle parking spaces, including the four (4) replacement spaces, and 12 bicycle parking spaces shalls require an amendment to this coastal development permit or a new coastal development permit, unless the Executive Director determines that an amendment to this coastal development permit or a new coastal development permit is not required.

2. Construction Responsibilities.

A. By acceptance of this permit, the permittee shall comply with the following construction-related requirements and shall do so in a manner that complies with all relevant local, state, and federal laws applicable to each requirement:
B. No demolition or construction materials, debris, or waste shall be placed or stored where it may enter sensitive habitat, receiving waters or a storm drain, or be subject to wave, wind, rain, or tidal erosion and dispersion.
C. No demolition or construction equipment, materials, or activity shall be placed in or occur in any location that would result in impacts to environmentally sensitive habitat areas, streams, wetlands or their buffers. No machinery shall be allowed in the intertidal zone at any time.
D. Any and all debris resulting from demolition or construction activities shall be removed from the project site within 24 hours of completion of the project.
E. Demolition or construction debris and sediment shall be removed from work areas each day that demolition or construction occurs to prevent the accumulation of sediment and other debris that may be discharged into coastal waters.
F. All trash and debris shall be disposed in the proper trash and recycling receptacles at the end of every construction day. All construction debris shall be removed from the beach daily and at the completion of development.
G. The permittees shall provide adequate disposal facilities for solid waste, including excess concrete, produced during demolition or construction.
H. Debris shall be disposed of at a permitted disposal site or recycled at a permitted 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.

I. All stockpiles 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. No stockpiling of dirt or construction materials shall occur on the beach.
J. All grading shall be properly covered and sandbags, ditches, or other BMPs shall be used to prevent runoff and siltation
K. 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.
L. The discharge of any hazardous materials into any receiving waters shall be prohibited.
M. 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.
N. 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. Measures to control erosion, runoff, and siltation shall be implemented at the end of each day's work.
O. All BMPs shall be maintained in a functional condition throughout the duration of construction activity.

The final Construction BMPs shall be in conformance with the site/development plans approved by the Coastal Commission. Any necessary changes to the Coastal Commission approved site/development plans required by a qualified, licensed professional shall be reported to the Executive Director. No changes to the Coastal Commission approved final site/development plans shall occur without an amendment to the coastal development permit, unless the Executive Director determines that no amendment is required.

3. **Conditions Imposed by Local Government**. This action has no effect on conditions imposed by the City of Los Angeles pursuant to an authority other than the Coastal Act, except as provided in the last sentence of this condition. The permittee is responsible for compliance with all terms and conditions of this coastal development permit in addition to any other requirements imposed by other local government permit conditions pursuant to the local government's non-Coastal Act authority. In the event of conflicts between terms and conditions imposed by the local government and those of this coastal development permit, such terms and conditions of this coastal development permit shall prevail.

4. **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, including but not limited to storms, flooding, landslide, bluff retreat, erosion, and earth

movement, many of which will worsen with future sea level rise; (ii) to assume the risks to the permittee 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.

IV. FINDINGS AND DECLARATIONS:

A. PROJECT LOCATION & DESCRIPTION

The subject site is an inland lot located between the first public road and the sea, within the dual permit jurisdiction of the City of Los Angeles at 2161 W 25th St., San Pedro. The project site is located in a developed urban residential area, adjacent to a coastal canyon, approximately a half mile inland from the ocean near Royal Palms Beach Park (**Exhibit 1**). The project site is designated in the certified land use plan (LUP) as a low-density residential lot. The lot currently has two detached, multi-family structures totaling 36-units with a mix of detached and attached carports that provide 36 parking spaces, all of which were constructed in 1961 prior to enactment of the Coastal Act.

The applicant is proposing to convert an approximately 1,772 sq. ft., detached, nine-space carport and storage structure located near the center of the development into seven accessory dwelling units (ADUs) that will be 245 sq. ft. each, with four on-site replacement parking spaces and 12 new bike parking stalls, a net elimination of five of the nine parking spaces proposed to be converted into ADUs (**Exhibit 2**). No changes to the primary residential structures are proposed through this project. Post-project, the site will consist of 43 residential units, including the existing 36 multi-family units and the seven new ADUs, 31 vehicle parking spaces, and 12 bicycle parking stalls.

B. PUBLIC ACCESS AND RECREATION

Section 30210 of the Coastal Act states:

> In carrying out the requirement of Section 4 of Article X of the California Constitution, maximum access, which shall be conspicuously posted, and recreational opportunities shall be provided for all the people consistent with public safety needs and the need to protect public rights, right of private property owners, and natural resource areas from overuse.

Section 30211 of the Coastal Act states:

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

Section 30250 of the Coastal Act states, in relevant part:

> (a) New residential, commercial, or industrial development, except as otherwise provided in this division, shall be located within, contiguous with, or in close proximity to, existing developed areas able to accommodate it or, where such areas are not able to accommodate it, in other areas with adequate public services and where it will not have significant adverse effects, either individually or cumulatively, on coastal resources…

Section 30252 of the Coastal Act states, in relevant part:

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

Section 30253 of the Coastal Act states, in relevant part:

> New development shall do all of the following:
>
> […]
>
> (c) Minimize energy consumption and vehicle miles traveled.

Section 30604 of the Coastal Act states, in relevant part:

> (f) The commission shall encourage housing opportunities for persons of low and moderate income.

Residential Standards for Parking of the certified San Pedro Land Use Plan states, in relevant part:

> (a) Adequate on-site parking shall be provided by new development and where feasible in remodels in order to maintain and enhance public access to the coast. New development shall provide on-site parking which is, at a minimum consistent with the parking standards adopted by the Commission in the 1980 South Coast Regional Interpretive Guidelines (see Appendix C – Parking Requirements Table).

The Commission is aware that the state has an affordable housing crisis, and this issue is only more acute in the state's coastal zone. To address this critical need, the state legislature has enacted a number of housing laws in the last several years designed to eliminate barriers to the provision of housing, and to help foster additional housing units—particularly critically needed affordable units—where they can be appropriately accommodated by adequate public services and where, in the coastal zone, they will not adversely affect coastal resources. The proposed project includes the construction of nine

new residential units (ADUs) that, given their small size, will likely provide relatively affordable housing that helps bring the City closer to achieving its housing goals. New residential units can also provide access to the coastal zone for a wider range of individuals of different means and, although not a Chapter 3 policy or part of the Commission's standard of review, is consistent with Section 30604 of the Coastal Act.

In addition, Coastal Act Section 30250 provides that new residential development shall be located in or in close proximity to existing developed areas that are able to accommodate it, or in other areas with adequate public services and where it will not have significant, cumulative adverse effects on coastal resources. Section 30253 requires that new development must minimize energy consumption and vehicle miles traveled. These policies together encourage "smart" growth by locating new development in appropriate areas to minimize impacts on coastal resources and discourage residential sprawl in more rural or sparsely populated areas that are not adequately developed to support new residential development and where coastal resources could be threatened.

The residential parking standards of the certified San Pedro LUP require two parking spaces per unit plus one guest space for every four units. The net removal of five parking spaces would thus reduce the number of spaces available for the existing residential units from thirty-six to thirty-one, thereby increasing the degree of non-conformity with the parking requirements of certified LUP. When private residential parking needs are not accommodated onsite, it can lead to increased use of public on-street parking and thereby reduce the availability of on-street parking to the general public. As the subject project site is located between the first public road and the sea, the deficiency in available on-site parking for the residential use could potentially affect nearby public coastal access. Thus, consistent with Coastal Act sections 30210, 30211, and 30252, it is necessary to ensure that new development protect and preserve coastal resources, including public access to coastal recreational opportunities.

Following coordination with Commission staff, the applicant revised the proposed project to include the now proposed four on-site replacement parking spaces available for the units already existing on the site, and 12 new on-site bike parking stalls, which will be located directly in front of the proposed ADUs, all unassigned and available to existing units and the new ADUs, and serve to alleviate the lost and deficient parking spaces.

As proposed, no additional off-street parking spaces would be provided for the seven new ADUs. State ADU law does not require replacement parking for a carport-to-ADU conversion. The nearby Shoreline Park Access Trail is a popular public recreational trail located approximately 0.4 miles from the project site (**Exhibit 3**). Public street parking is available along West 25th Street from the trail to the project site. The nearest public transit stop is 0.7 miles from the project site. Thus, the deficiency in on-site parking could impact the public parking supply available to the general public for shoreline access. Thus, **Special Condition 1** requires the permittee to maintain 31 parking spaces, which includes retaining 27 of the existing and the four (4) proposed replacement vehicle parking spaces, and the proposed bicycle parking stalls on-site mitigate potential significant impacts to public parking used to access the coast.

As proposed and conditioned, the development conforms to Sections 30210, 30211, 30250, 30252, 30253, and 30604 of the Coastal Act and to the residential parking standards of the San Pedro LUP.

C. DEVELOPMENT

Section 30250 of the Coastal Act states, in part:

> (a) New residential, commercial, or industrial development, except as otherwise provided in this division, shall be located within, contiguous with, or in close proximity to, existing developed areas able to accommodate it or, where such areas are not able to accommodate it, in other areas with adequate public services and where it will not have significant adverse effects, either individually or cumulatively, on coastal resources. In addition, land divisions, other than leases for agricultural uses, outside existing developed areas shall be permitted only where 50 percent of the usable parcels in the area have been developed and the created parcels would be no smaller than the average size of surrounding parcels.

Section 30251 of the Coastal Act states, in part:

> The scenic and visual qualities of coastal areas shall be considered and protected as a resource of public importance. Permitted development shall be sited and designed to… be visually compatible with the character of surrounding areas, and, where feasible, to restore and enhance visual quality in visually degraded areas. …

Section 30253 of the Coastal Act states, in part:

> New development shall do all of the following:
>
> (d) Minimize energy consumption and vehicle miles traveled…

Section 30604 of the Coastal Act states, in relevant part:

> (f) The commission shall encourage housing opportunities for persons of low and moderate income. …
>
> (g) The Legislature finds and declares that is important for the commission to encourage the protection of existing and the provision of new affordable housing opportunities for persons of low and moderate income in the coastal zone.

Residential Policy 6. of the certified San Pedro Land Use Plan states:

> The continuation of existing compatible land uses that are recognized part of a neighborhood, although nonconforming with respect to zoning or the designation of the Plan map (such as “mom and pop” neighborhood markets), be permitted.

Residential Policy 10. of the certified San Pedro Land Use Plan states:

> The preservation of existing public scenic views from scenic highways or designated scenic view sites shall be required for the approval of all coastal development permits, zone changes, conditional use permits, variances, divisions of land and other discretionary permits.

Coastal Zone Policy 2. of the certified San Pedro Land Use Plan states:

> The scenic and visual qualities of San Pedro be protected as a resource and Community as well as regional importance, with permitted development sited and designed to: protect views to and along the ocean, harbor, and scenic coastal areas; minimize the alteration of natural landforms; be visually compatible with the character of the surrounding area; and prevent the blockage of existing views from designated public scenic view areas and Scenic Highways.

Residential Density

Coastal Act Section 30250 provides that new residential development shall be located in or in close proximity to existing developed areas that are able to accommodate it, or in other areas with adequate public services and where it will not have significant, cumulative adverse effects on coastal resources. Section 30253 requires that new development must minimize energy consumption and vehicle miles traveled. These policies encourage "smart" growth by locating new development in appropriate areas that minimizes impacts on coastal resources. Although the Coastal Act does not authorize the Commission to require affordable housing, Section 30604(f) directs the Commission to encourage low- and moderate-income housing opportunities.

Under the State's ADU laws, ADUs are accessory uses that do not count toward a site's density limit.[1] The State's ADU laws are not the standard of review and do not supersede, nor modify, Chapter 3 of the Coastal Act. However, the Commission has discretion to treat ADUs in the same manner as the State's ADU laws for purposes of assessing compliance with LUP density limits. Section 30604 of the Coastal Act encourages the protection of affordable housing opportunities in the coastal zone for persons of low and moderate income, and encouraging development of ADUs is consistent with this direction in the Coastal Act. Given their small size, the proposed construction of nine new residential units will likely provide relatively affordable housing that helps bring the City closer to achieving its housing goals.

The subject site is in an area that is zoned for single-family residential but appears to have several nearby legal nonconforming multi-family residences. The proposed project would replace an existing carport to construct seven detached ADUs but not affect the existing principal structures on the site. As accessory structures to the current primary use of the site, the proposed ADUs would not constitute a change in use of the site from its current residential designation. Further, because ADUs do not count towards a site's density limit, the proposed development will also not constitute a change in intensity of use.

Special Condition 1 puts the permittee on notice that future development that would add additional ADUs or change the parking availability of the development will require review

[1] Ref. Government Code, Title 7, Section 65852.2(a)(8).

and approval through a coastal development permit. **Special Condition 3** requires the applicant to comply with local government requirements but clarifies that, in the event of conflict between the terms and conditions imposed by the City and those of this coastal development permit, the terms and conditions of this permit (CDP No. 5-26-0356) shall prevail.

The existing development is also consistent with the community character of the subject neighborhood, which is characterized primarily by a mix of multi-story multi-family and single-family homes. The proposed project includes changes near the center of the subject lot and will not impact the character of this area of San Pedro, consistent with Coastal Act community character policies.

As proposed and conditioned, the development concentrates development in an already developed area and preserves the community character of the area in compliance with Section 30250, 30251 and 30253 of Chapter 3 of the Coastal Act and with the residential and public access policies of the San Pedro LUP.

D. COASTAL HAZARDS

Section 30253 of the Coastal Act states, in part:

> 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 significant 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.

Open Space and Resource Conservation Policy 4. of the certified San Pedro Land Use Plan states:

> Development be restricted on areas of known geologic hazard, unstable soil conditions or landslides.

Section 302053 of the Coastal Act requires new development to minimize risks to life and property in areas of high geologic, flood, and fire hazard and to assure stability and structural integrity without contributing significantly to erosion or geologic instability.

The San Pedro Coastal Land Use Plan Area map of geologically hazardous areas includes the subject site in an area of geologic hazard for proximity to a coastal canyon. Canyon development is in an area that may be subject to potential damage or destruction from natural hazards, including slope instability, erosion, landslides, and earth movement given the general nature of coastal canyons in certain parts of the California coast and seismic activity of nearby faults. The Commission requires the applicant to assume the liability from these associated risks and therefore imposes **Special Condition 4**. Through the

assumption of risk conditions, the applicant acknowledges the nature of the geologic hazards that exist on the site and that may affect the safety of the proposed development.

As proposed and conditioned, the development conforms to Sections 30253 of the Coastal Act and to the open space and resource conservation policies of the San Pedro LUP.

E. WATER QUALITY

Section 30231 of the Coastal Act states:

> The biological productivity and the quality of coastal waters, streams, wetlands, estuaries, and lakes appropriate to maintain optimum populations of marine organisms and for the protection of human health shall be maintained and, where feasible, restored through, among other means, minimizing adverse effects of waste water discharges and entrainment, controlling runoff, preventing depletion of ground water supplies and substantial interference with surface water flow, encouraging waste water reclamation, maintaining natural vegetation buffer areas that protect riparian habitats, and minimizing alteration of natural streams.

Storage or placement of construction materials, debris, or waste in a location subject to erosion and dispersion or which may be discharged into coastal water via rain or wind would result in adverse impacts upon the marine environment that would reduce the biological productivity of coastal waters. For instance, construction debris entering coastal waters may cover and displace soft bottom habitat. Sediment discharged into coastal waters may cause turbidity, which can shade and reduce the productivity of foraging avian and marine species' ability to see food in the water column.

In order to avoid adverse impacts upon marine resources from waste water that could be generated during project construction as required by Section 30231, the Commission imposes **Special Condition 2**, which outlines construction-related best management practices (BMPs) to provide for the safe storage of construction materials and the safe disposal of construction debris. During construction, the permittee will be required to implement BMPs designed to minimize erosion and prevent debris from entering the adjacent canyon or storm drain system. In addition, all construction materials, excluding lumber, shall be covered and enclosed on all sides, and as far away from a storm drain inlet and receiving waters as possible.

As proposed and conditioned, the development conforms to Sections 30231 of the Coastal Act.

F. LOCAL COASTAL PROGRAM (LCP)

Section 30604 (a) of the Coastal Act states:

> Prior to certification of the Local Coastal Program, a Coastal Development Permit shall be issued if the issuing agency, or the Commission on appeal, finds that the proposed development is in conformity with the provisions of Chapter 3 (commencing with Section 30200) of this division and that the permitted

development will not prejudice the ability of the local government to prepare a local coastal program that is in conformity with the provisions of Chapter 3 (commencing with Section 30200).

The City of Los Angeles does not have a certified Local Coastal Program for the San Pedro area. The Commission's standard of review for the proposed development is the Chapter 3 policies of the Coastal Act. The certified San Pedro LUP is advisory in nature and may provide guidance.

As conditioned, the proposed development is consistent with Chapter 3 of the Coastal Act and with the certified Land Use Plan for the area. Thus, with the conditions imposed on the proposed development, the subject development 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.

G. CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA)

Section 13096 of Title 14 of the California Code of Regulations requires Commission approval of Coastal Development Permit applications to be supported by findings showing the approval, as conditioned, 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 Commission's regulatory program for reviewing and granting CDPs has been certified by the Resources Secretary to be the functional equivalent of CEQA. (14 CCR § 15251(c).)

In this case, the City of Los Angeles is the lead agency and the Commission is a responsible agency for the purposes of CEQA. On April 13, 2026, the City of Los Angeles determined that the proposed development is exempt under California Government Code Section 65913.4 and Public Resource Code § 21080(b)(1), which exempts construction of eligible multi-family housing development, including ADU projects, from CEQA requirements. As conditioned, 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.

Appendix A - Substantive File Documents

- Coastal Development Permit Application No. 5-26-0356 and associated file documents.