
ATTACHMENT “A”
FINDINGS & SUPPLEMENTAL INFORMATION
DIR-2020-6879-MEL-CDP | ENV-2020-6880-CE
8125-8127 S. Tuscany Avenue, 8100 S. Sinaloa Road, & 8150 W. Cabora Drive,
Los Angeles, California 90293
UPDATED MARCH 2, 2021

➤ **SITE INFORMATION:**

- Street Addresses: 8125-8127 S. Tuscany Avenue, 8100 S. Sinaloa Road, & 8150 W. Cabora Drive, Los Angeles, CA 90293
- Lot area: Approximately 14,558 square feet / 0.33 acre (per survey)
- Assessor’s Parcel Number: 4115-019-007

➤ **ACTION(s) Requested:**

- A **Coastal Development Permit (CDP)**, pursuant to LAMC 12.20.2, to permit the construction of a two-story 1,755 square-foot detached garage and 561 square-foot accessory dwelling unit (ADU) in the Coastal Zone
- A **Mello Compliance Review**, pursuant to California Government Code Sections 65590 and 65590.1, for the construction of a two-story 1,755 square-foot detached garage and 561 square-foot accessory dwelling unit (ADU) in the Coastal Zone

➤ **PROPERTY / ZONING INFORMATION:**

SUBJECT PROPERTY

The Property is an irregularly-shaped site comprised of one legal parcel, measuring approximately 14,558 square feet of surface land area, or 0.33 acre, according to a boundary survey recently conducted at the Property. The site is currently developed with a single-family dwelling towards the front of the Property, fronting on Tuscany Avenue. The Property fronts approximately 47'-11" along the westerly side of Tuscany Avenue, 64'-3" along the easterly side of Sinaloa Road, and 56'-9" along the southerly side of Cabora Drive.

ZONING INFORMATION

The Property is zoned R1-1 and designated for Low Residential land uses by the Westchester – Playa Del Rey Community Plan. The Property is also located within Subarea 3 of the Coastal Bluffs Specific Plan, and the Los Angeles Coastal Transportation Corridor Specific Plan. Lastly, the Property is located within a Dual Permit Jurisdiction area of the Coastal Zone and a Bureau of Engineering Special Grading Area.

SURROUNDING LAND USES

The Property is bounded by Tuscany Avenue to the east, Cabora Drive to the north, Sinaloa Road to the west, and a single-family dwelling to the south.

➤ RELATED CASES

- ZA-2015-0325-CDP-MEL – On December 9, 2015, the Zoning Administrator approved a Coastal Development Permit authorizing the demolition of a 2,432 SF single-family dwelling and the construction of a 35-foot tall 3,442 SF single-family dwelling with a 456 SF attached garage, and the conversion of an existing detached garage into a 667 SF recreation room in the R1-1 zone, for a project located at 7329 S. Trask Avenue.
- DIR-2016-3376-CDP-MEL – On May 23, 2017, the Director approved a Coastal Development Permit authorizing the demolition of an existing 832 SF single-family dwelling with a 400 SF detached two-car garage and an accessory building, and construction of a new 2,161 SF one-story single-family dwelling with a 435 SF attached two-car garage, for a project located at 433 E. Manitoba Street.
- DIR-2019-6145-CDP-MEL – On August 11, 2020, the Director approved a Coastal Development Permit authorizing the demolition of a one-story 1,987 SF single-family dwelling, and the construction of a new three-story 5,784 SF single-family dwelling, with a haul route for the cut and export of 1,500 cubic yards of dirt, for a project located at 7012 Vista Del Mar Lane. This project is pending appeal before the West Los Angeles Area Planning Commission.

➤ ZONING STATISTICS

	Required/Permitted	Provided
Gross Lot Area	14,558 SF ¹	
Buildable Area	9,512 SF	
Floor Area Ratio	3:1	0.92:1
Floor Area	28,536 SF	Existing: 6,430 SF Proposed: 2,316 SF Total: 8,746 SF
Density	1 unit	1 unit + 1 Accessory Dwelling Unit
Parking	2 spaces (existing) 1 space for ADU	2 spaces (existing) 1 space for ADU
Front Yard Setback	Tuscany: 5 ft ² (Existing to remain) Cabora ³ : 20 ft	Tuscany: Existing to remain Cabora: 20 ft
Side Yard Setbacks	18.3 ft (total) ⁴ 7.3 ft (northerly) 11 ft (southerly)	18.3 ft 7.3 ft (northerly) 11 ft (southerly)
Rear Yard Setback	N/A (through lot)	N/A (through lot)
Building Height	45 ft	27'-2" (proposed garage/ADU)

¹ Per survey

² Per Coastal Bluffs Specific Plan Subarea 3, required front yard setback is 5 ft

³ As the Property is a through lot, Cabora Drive is also a front yard for the purposes of setbacks

⁴ Per Coastal Bluffs Specific Plan, total of side yards shall be no less than 25% of the lot width, and no individual side yard shall be less than 10% of the lot width. Lot width measures 73.1 feet

➤ **PROJECT DESCRIPTION:**

The Applicant proposes to construct a new detached 2-story 1,755 square-foot garage and 561 square-foot accessory dwelling unit (ADU) in the rear of the Property. The Property is currently developed with a two-story 6,430 square-foot single-family dwelling located towards the front of the Property, which will remain as part of the Project.

The proposed second-story ADU is located atop and overlooking the parking area of the garage. An exterior stairwell provides access to the ADU portion of the garage, and there is no interior connection between the two uses. In combination, the proposed garage and ADU total 2,316 square feet of new floor area. Combined with the existing 6,430 square-foot single-family dwelling, the Project will result in 8,746 square feet of floor area on the Property, or a 0.92:1 FAR. As the Property is located in the Coastal Zone, but not a Hillside Area, the maximum FAR of the Property is 3:1, pursuant to LAMC 12.21.1.A(1). Therefore, the Project would still result in a Floor Area Ratio far below the maximum permitted on the site.

The Property is a downslope lot, with its highest topography fronting on Tuscany Avenue. The proposed 27'-2" tall new structure is located at the rear of the Property closest to Cabora Drive, where its grade is significantly lower, and will therefore not increase the Property's overall development height. Further, although the height of the new structure is approximately 27 feet at its highest point, because of the Project's grading design, the structure only physically appears to be that high from Sinaloa Road. From Cabora Drive where the grade is higher, however, the height of the structure appears to be significantly less.

The Project proposes a new 18-foot curb cut on Sinaloa Road to provide vehicular access to the new garage and ADU. Currently, there is only one curb cut on the Property located on Tuscany Avenue, which serves the primary single-family dwelling. Due to the extreme slope of the Property and, for all intents and purposes, physical disconnection between the front and rear of the Property, the new curb cut is necessary to provide the required access to the new structure. The new curb cut and driveway locations have been vetted with the Bureau of Engineering and the Department of Building & Safety.

The building will be sustainably designed to meet and/or exceed all City of Los Angeles current building code and Title 24 requirements. As such, the project will incorporate eco-friendly building materials, systems, and features wherever feasible, including Energy Star appliances, water saving/low flow fixtures, non-VOC paints/adhesives, drought tolerant planting, and high performance building envelopment.

COASTAL DEVELOPMENT PERMIT – ADDITIONAL FINDINGS

The Director shall approve a Coastal Development Permit (CDP) and make the following findings:

1. *That the development is in conformity with Chapter 3 of the California Coastal Act of 1976 (commencing with Section 30200 of the California Public Resources Code).*

Chapter 3 of the Coastal Act contains the various policy provisions of such legislation, including the following:

“New 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.”

The Project is consistent with the Chapter 3 policies of the Coastal Act, including the above referenced policy, as it is an in-fill development located in an existing developed area, and involves the new construction of a detached garage and accessory dwelling unit in the rear portion of a parcel currently developed with an existing single-family dwelling. The Project will not impact public access, visual resources, or marine resources.

The Project is located within a fully developed residential area. The surrounding neighborhood is presently developed with primarily single-family dwellings. Surrounding properties are similarly zoned R1.

The Project is located in an area that can accommodate it. The existing infrastructure, which includes sewer, storm drains, electrical, natural gas, water, telephone, and streets, is adequate to serve the Project site and the proposed use. The site abuts three existing streets: Tuscany Avenue, Sinaloa Road, and Cabora Drive.

Chapter 3 of the Coastal Act contains provisions that address the impact of development on public services, recreational opportunities, public access, scenic views, infrastructure, the environment, and significant resources. Applicable provisions are as follows:

- a. Section 30220 Water-Oriented Activities. The subject site is within the dual jurisdiction area of the Coastal Zone, and consists of an existing single-family dwelling. The site is not suited for water-oriented recreational activities.
- b. Section 30230 Marine Resources. The proposed Project will not involve diking, filing, or dredging of open coastal waters, wetlands, estuaries, or lakes. The proposed Project will result in no impact on marine resources.

c. Section 30240 Environmentally Sensitive Habitat Areas. The Property is developed with an existing single-family dwelling. The Project is not expected to disrupt habitat values on environmentally sensitive habitat areas.

d. Section 30244 Archeological or Paleontological Resources. The subject site is currently improved with a single-family dwelling that was built in 1963. No new archeological or paleontological resources are anticipated to be identified with the implementation of the Project.

e. Section 30250 Existing Developed Area. The subject site is located within a developed area. The proposed Project consists of development of a new garage and accessory dwelling unit. Although the site is located near the Ballona Wetlands Ecological Reserve and Ballona Creek, no significant impacts are anticipated on coastal sensitive uses.

f. Section 30251 Scenic and Visual Qualities. The Project's location results in no impact on scenic or visual qualities of coastal areas or prominent natural landforms. The Project is located on the downslope of an existing developed parcel and will not add to the height of the existing development.

g. Section 30252 Public Access to the Coast. The proposed Project involves new construction on an already developed site. The Project will not interfere with public access to the ocean.

h. Section 30253 Minimization of Hazardous Impacts. The Project merely involves the construction of a new garage and accessory dwelling unit. Although some grading will be necessary for construction on the existing downslope of the Property, the Project has been designed to minimize grading quantities and alteration to the existing natural landform. Further, the Project is required to comply with state and local building codes that would minimize structural and seismic impacts.

As articulated above, and as conditioned, the development is in conformity with Chapter 3 of the California Coastal Act of 1976.

2. *That the permitted development will not prejudice the ability of the City of Los Angeles to prepare a Local Coastal Program that is in conformity with Chapter 3 of the California Coastal Act of 1976.*

There is no adopted and certified Local Coastal Program (LCP) for the portion of the California Coastal Zone in which the Project is located. The Coastal Bluffs Specific Plan (effective 10/6/1994) serves as the Land Use Plan (LUP) for the area and guides development decisions. Coastal Act Section 30604(a) states that prior to the certification of a LCP, a Coastal Development Permit may only be issued if a finding can be made that the proposed development is in conformance with Chapter 3 of the Coastal Act.

Approval of the proposed Project will not prejudice the ability of the City to prepare a local coastal program that is in conformity with Chapter 3 of the California Coastal Act. As outlined above, the Project is consistent with the Coastal Act and all applicable provisions of the Coastal Bluffs Specific Plan. The Project promotes the vitality of the area by developing new housing on an existing developed site.

- 3. That the Interpretative Guidelines for Coastal Planning and Permits as established by the California Coastal Commission dated February 11, 1977 and any subsequent amendments thereto have been reviewed, analyzed, and considered in the light of the individual project in making its determination.***

The California Coastal Commission Interpretive Guidelines are designed to provide direction to decision-makers in rendering discretionary determinations on requests for coastal development permits pending adoption of an LCP, and have been reviewed and considered in preparation of these findings. However, following prevailing case law (e.g. Pacific Legal Foundation v. Coastal Commission (1982) 33 Cal. 3d 158), the City's determination is based on the cited provisions of the California Coastal Act and other legally established laws and regulations.

The Regional Interpretive Guidelines (Los Angeles County) dated October 14, 1980 address residential and commercial development, alteration of landforms, bluff top development, hazardous and special area development and habitat protection. To the extent applicable, there is no conflict with the guidelines and any aspect of the Project.

- 4. That the decision of the permit granting authority has been guided by any applicable decision of the California Coastal Commission pursuant to Section 30625(c) of the Public Resources Code.***

The California Coastal Commission (CCC) has considered public views, land and marine resources, accessibility, and improved recreational opportunities for the public and impacts to coastal resources and/or sensitive habitats in its decisions. The Project, being located near to the shoreline and in a fully developed area presents no outstanding issues which would indicate a conflict between this request and any other decision of the CCC on these matters.

- 5. If the development is located between the nearest public road and the sea or shoreline of any body of water located within the coastal zone, that the development is in conformity with the public access and public recreation policies of Chapter 3 of the California Coastal Act of 1976.***

The Project is not located between the nearest public road and the shoreline.

- 6. Any other finding or findings as may be required for the development by the California Environmental Quality Act.***

The Project complies with CEQA, and findings for a categorical exemption are found in the record. Pursuant to the findings prepared for the Project, the Project is exempt from CEQA.

COASTAL DEVELOPMENT PERMIT – ADDITIONAL QUESTIONS

1. Will the development extend onto or adjoin any beach, tidelands, submerged lands or public trust lands?

No, the Project will not extend onto any of the resources listed above, and is entirely located on private property.

2. Will the development maintain, enhance, or conflict with public access to the shoreline and along the coast?

The Project is located entirely on private property far from any shoreline or coastline, and will therefore only maintain public access.

3. Will alternatives to private vehicle use be provided or facilitated? How will the development affect traffic on coastal access roads?

The Project involves the construction of a new garage and accessory dwelling unit, and is not anticipated to have any effect on traffic on coastal access roads.

4. Is the development proposed within or in close proximity to an existing developed area? Will it be visually compatible with the character of the surrounding areas? If in a special community or neighborhood, how will it protect the unique local character?

The Project is located entirely within an existing developed residential neighborhood. The neighborhood has a variety of architectural styles and is not regulated by any one design type. Nonetheless, the Project will be compatible with the existing single-family dwelling on-site, as well as the surrounding residential buildings.

5. 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?

The Project will be constructed into the existing hillside as much as possible to minimize grading and alterations to the existing land form. The Project will require a soils report and grading plan that must be approved by the City's Department of Building & Safety Grading Division prior to the issuance of grading or building permits.

6. Does the development invoke diking, filling or dredging of open coastal waters, wetlands, estuaries, or lakes? What alternatives are available? How will the adverse environmental effects of this be minimized?

No, the Project does not invoke diking, filling, or dredging of open coastal waters, wetlands, estuaries, or lakes.

7. *Is the proposed development coastal-dependent? Will it displace any coastal-dependent facilities?*

No, the Project is not coastal-dependent, nor will it displace any coastal-dependent facilities.

8. *How will the development affect biological productivity of coastal waters?*

The Project will not have any effect on biological productivity of coastal waters.

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

The Project is located relatively close to the Ballona Wetlands Ecological Reserve and Ballona Creek. However, the Project is merely the construction of a new garage and accessory dwelling unit on an existing developed residential parcel, and is therefore not expected to cause significant environmental impacts on those areas. Further, the Project site is separated from the Ballona Wetlands Ecological Reserve and Ballona Creek by another block consisting of existing residential development.

10. *Is the development proposed within or adjoining land suitable for agriculture? Will it convert agricultural land to another use? How is the project consistent with continued local agricultural viability?*

No, The Project is not within or adjoining land suitable for agriculture.

11. *What water conservation features are included in the project?*

The Project will consist of low impact development systems and practices that use natural processes to promote stormwater infiltration on-site, as required by the City's Department of Sanitation LID Division.

12. *What energy conservation features are included in the project?*

The Project will be designed to meet or exceed Title 24 energy-saving standards, by incorporating features such as energy-efficient appliances, heating, and cooling, weatherization, and NERGY STAR lighting.

13. *Describe current location of service lines for necessary utility connections and any extensions or relocations of service lines.*

The Property is surrounded by existing utility connections, including electricity, gas, and water on Tuscany Avenue, and a sewer connection on Cabora Drive. The Project is anticipated to be able to connect directly to all existing utility hookups.

14. Will the development protect existing lower cost visitor and recreational facilities? Will it provide public recreational opportunities?

The Project will not impact existing lower cost visitor and recreational facilities. The Project merely involves the construction of a new garage and accessory dwelling unit, and therefore will neither provide nor detract from existing recreational opportunities.

15. Will the development project provide low and moderate-income housing opportunities? Will it displace low or moderate-income housing?

No, the Project is not required to provide affordable housing under the Mello Act, nor will it displace any affordable housing. The new garage and accessory dwelling unit will be for the sole use of the property owner.

16. Is the development proposed within or near a known archaeological, paleontological, or historic site? How will impacts on such sites be minimized?

No, the Project is not within or near a known archaeological, paleontological, or historic site.

17. List all permits, permissions, or approvals required from public agencies for this development and indicate those already applied for or granted.

The Project is required to be granted a Coastal Development Permit from both the City of Los Angeles and California Coastal Commission, and Mello Compliance Review (the “entitlements”) from the City of Los Angeles, in addition to associated building permits for the construction of the proposed structure. At this time, only the entitlements have been applied for.

18. Is the project located:

- a. *Between the sea and the first public road paralleling the sea?* No.
- b. *Within 300 ft. of the inland extent of any beach?* No.
- c. *Within 300 ft. of the top of a seaward face of any coastal bluff?* No.

**CEQA CATEGORICAL EXEMPTION
CLASS 32 – INFILL DEVELOPMENT – FINDINGS**

The Class 32 exemption (Section 15332 of the State CEQA Guidelines) is intended to promote infill development within urbanized areas. Class 32 consists of projects characterized as in-fill development meeting the following conditions:

a) The project is consistent with the applicable general plan designation and all applicable general plan policies as well as with applicable zoning designation and regulations:

The Property is zoned R1-1 and designated for Low Residential land uses by the Westchester – Playa Del Rey Community Plan. The Property is also located within Subarea 3 of the Coastal Bluffs Specific Plan. The proposed Project is consistent with all applicable land use designations, policies, zoning designations, and regulations of the General Plan, Community Plan, Specific Plan, and the LAMC.

b) The proposed development occurs within city limits on a project site of no more than five acres substantially surrounded by urban uses:

The Property consists of one legal parcel, totaling 14,558 gross square feet or 0.33 acre, located wholly within the City of Los Angeles. It is surrounded entirely by urban residential uses.

(c) The project site has no value as habitat for endangered, rare or threatened species:

The Project is situated in an established, fully-developed residential neighborhood within the city's urban core, within close range of large boulevards and nearby employment centers. The Project site has no value as a habitat for endangered, rare or threatened species.

(d) Approval of the project would not result in any significant effects relating to traffic, noise, air quality, or water quality:

The Project is required to comply with the City of Los Angeles Noise Ordinance, pollutant discharge, dewatering, storm water mitigations; and Best Management Practices for storm water runoff.

Due to the minimal project scope, the Project does not require technical analysis for traffic, noise, air quality, or water quality impacts.

(e) The site can be adequately served by all required utilities and public services:

The site is currently being served adequately by the City's Department of Water and Power, the City's Bureau of Sanitation, the SoCal Gas Company, the Los Angeles Police Department, the Los Angeles Fire Department, and many others public services. The

utilities and public services have been servicing the neighborhood continuously for over 50 years. In addition, the California Green Code requires new construction to meet stringent efficiency standards for both water and power, such as high-efficiency toilets, dual-flush water closets, minimum irrigation standards, LED lighting, etc. The Project can be characterized as in-fill development within urban areas for the purpose of qualifying for Class 32 Categorical Exemption as a result of meeting the five conditions listed above.