

February 11, 2002

**Honorable Chairman and Members of the
Hermosa Beach Planning Commission**

**Regular Meeting of
February 19, 2002**

CONTINUED FROM THE MEETING OF JANUARY 15, 2002

SUBJECT: PRECISE DEVELOPMENT PLAN 01-20
 CONDITIONAL USE PERMIT 01-7
 PARKING PLAN 01-5

LOCATION: 44 HERMOSA AVENUE

APPLICANT: JIM LAPOINT, 145 PIER AVENUE
 HERMOSA BEACH, CA 90254

REQUEST: TO CONSTRUCT A MIXED USE BUILDING WITH TWO RESIDENCES
 ABOVE COMMERCIAL ON THE GROUND FLOOR WITH PARKING
 PROVIDED IN TANDEM AND SHARED GUEST PARKING.

Recommendation:

To direct staff as deemed appropriate.

Background / Project Information:

- | | |
|--------------------------------|-------------------------|
| • ZONING: | C-1 |
| • GENERAL PLAN: | Neighborhood Commercial |
| • COMBINED LOT AREA: | 4,800 Square Feet |
| • ENVIRONMENTAL DETERMINATION: | Categorically Exempt |

REVISED PROJECT INFORMATION:

- | | |
|-------------------------------|---|
| • PROPOSED BUILDING AREA: | 6346 Square Feet |
| • RESIDENTIAL SQUARE FOOTAGE: | Two Units, 2373 Square Feet each |
| • COMMERCIAL SQUARE FOOTAGE: | 1,600 Square Feet |
| • PARKING REQUIRED: | 11 Spaces (6 for commercial, 5 for
two residences including 1 guest) |
| • PARKING PROVIDED: | 12 Spaces, all in tandem (4 compact) |

Analysis

In response to Commission direction from the last meeting, the applicant has modified the project to address parking concerns, and has slightly reduced the overall square footage of the building, although the number of bedrooms per unit is the same. The revised design provides more parking and reduces the bulk of the building.

Parking has been increased to 12 spaces, all in tandem, with garage parking for the residences. The commercial square footage has been reduced by 150 square feet, reducing the commercial parking requirement to 6 spaces and the total requirement for the project to 11 spaces. The residences have been modified to provide a 1-foot front setback area, a larger entry patio to allow for a planter, and slightly larger balcony which further articulates the design of the building. The units still contain three bedrooms each in the same split level floor plan.

In the revised parking plan, the applicant is proposing two three-car garages for private and exclusive parking for residents and guests, with all the required commercial parking located in tandem in front of

these garages. This leaves 5 standard spaces plus a handicapped space for the commercial users, and excludes all 6 of the garage spaces from possible use by commercial users when not being used by the residences. Another option would be to provide private two-car garages for the residences so two more open parking spaces would be potentially available for shared use. (see the alternative parking layout). For any parking scheme to work efficiently the occupants of the residences and tenants of the commercial building will have to work out a way to manage the use of the parking.

Based on the Commission review of the project, staff has prepared a comparative traffic and parking analysis (attached) to compare the proposed mixed use project with other possible uses, including residential. The analysis shows that the total traffic can vary significantly depending if the commercial space is used for office or retail purposes, but that in either case the impact on local traffic would be less than exclusive retail, office, or restaurant uses (The size of these projects was based on an assumption that the entire ground level would be used for parking). The need for parking also increases with these commercial uses. The lowest traffic and parking impact among the alternatives would be a three unit residential project, which would require amendments to the General Plan and Zoning Maps. These amendments would have to consider this whole block for amendment to avoid spot zoning, which would be a major shift in City policy with respect to Neighborhood Commercial areas in the City.

CONDITIONS OF APPROVAL

As noted previously if the Commission approves the project staff will return with a resolution of approval. The following conditions of approval are recommended:

1. At least two street trees shall provided along the Hermosa Avenue frontage subject to approval by the Public Works Department.
1. Precise building height information shall be provided on final project plans, which shall include corner point elevations provided on a detailed roof plan indicating corner points of the lot, the location of all property lines and the maximum and proposed height at the critical point on the roof.

The applicant has contemplated the building as a condominium in the future and it is unnecessary to merge these lots as previously recommended, since the commercial and residential space has been divided in the revised plan (i.e. each residential unit has a corresponding commercial area directly below). Furthermore the owner must construct the building with 1-hour construction vertically and horizontally. As such, each existing lot could be owned separately and have adequate parking (with reciprocal access agreements for sharing the handicapped parking space), allowing each lot to be owned separately for possible use as a “live-work” space. A condominium map would then only be necessary if the applicant wants to create separately owned “air space” parcels for the commercial and residential portions of the building.

CONCUR:

Ken Robertson
Associate Planner

Sol Blumenfeld, Director
Community Development Department

Attachments

1. Comparative Parking Study
2. Applicant correspondence
3. P.C. Staff Report/Attachment 1/15/02

