## CITY OF HERMOSA BEACH COMMUNITY DEVELOPMENT DEPARTMENT

## MEMORANDUM

Date:	June 15, 2005
То:	Honorable Chairman and Members of the Planning Commission
From:	Sol Blumenfeld, Director, Ken Robertson, Senior Planner Community Development Department
Subject:	Compliance with Condition Regarding the Parking Access – 598 First Street

## **Recommendation**

To confirm that the "Access Study" submitted by an independent engineer is acceptable and verifies that that maneuvering room and the location of columns are acceptable.

In August 2004, the Planning Commission approved a 4-unit condominium for the subject property, but was concerned about the parking layout, even though it met the dimensional turning requirements of the Zoning Code, because of the placement of support columns in the driveway/turning area in front of the parking stalls. The Commission added the following condition No. 3 to address this concern:

## 3. An independent traffic/parking engineer shall evaluate the proposed parking layout to determine if maneuvering room for cars backing out of the parking spaces near the columns is adequate, and if not, plans shall be revised accordingly.

The project applicant has submitted the attached "Access Study" prepared by Stevens-Garland Associates Engineers (A Traffic Engineering Firm) to comply with this condition. The engineer evaluated each of the 10 parking spaces individually by using a turning template to determine if a "design vehicle" could maneuver in and out of the parking space. The "design vehicle" represents a passenger car that is 19-feet by 7-feet with a wheelbase of 11 feet and turning radius of 24 feet. The "design vehicle" is typically used for designing roadways and parking lots, but the dimensions are greater that the majority or private automobiles, SUV's, and pick-up trucks.

The report concludes the majority of the parking spaces at the site could be readily accessed without impediments. However, as many as five of the spaces are constrained by the positioning of the columns, and will require entry or exiting movements with three point turns. Because of the low traffic volumes, the report finds these constraints acceptable. Also, the report concludes since the analysis is based on the turning radius of a "design" vehicle, that most private vehicles in general use could readily access the parking spaces without impediment.

Staff is seeking the Commission's confirmation that this report proves that maneuvering room is adequate in this case, and that the report addresses the Commission's concerns. The need for three point turns is not unique to this project, as the turning radius requirements of the City do not necessarily guarantee unimpeded access for all possible parking scenarios. Three point turns are commonly needed for two-unit projects with tuck-under parking which use the U-turn design. The architect worked out the column placement in this project design with the structural engineer to maximize accessibility while providing necessary structural support, and the architect indicates that if this design is not accepted it will require a significant redesign of the project.

Attachments Access Study Site Plan