

July 12, 2005

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

**Regular Meeting of  
July 19, 2005**

SUBJECT:           PRECISE DEVELOPMENT PLAN 05-12  
                      PARKING PLAN 05-2

LOCATION:           48 – 76 14TH STREET

APPLICANT:        NORMA NAVARRO  
                      P.O. BOX 2616  
                      REDONDO BEACH, CA 90278

REQUESTS:         PRECISE DEVELOPMENT PLAN FOR A MIXED USE COMMERCIAL  
                      BUILDING CONTAINING 29 HOTEL ROOMS, AND APPROXIMATELY 7,600  
                      SQUARE FEET OF RETAIL AND OFFICE USES

PARKING PLAN TO ALLOW PAYMENT OF IN-LIEU FEES TO COMPENSATE  
FOR PROVIDING 25% LESS THAN REQUIRED PARKING ON SITE

**Recommendation**

To approve the project subject to conditions as contained in the attached resolution.

**Background**

ZONING:	C-2 Restricted Commercial
GENERAL PLAN:	General Commercial
LOT SIZE:	14,250 Sq. Ft.
PROPOSED BUILDING SIZE:	21,704 Gross Square Feet
FLOOR AREA RATIO:	1.5
REQUIRED PARKING:	52 Spaces
PARKING PROVIDED ON SITE:	39 Spaces
ENVIRONMENTAL DETERMINATION:	Negative Declaration (recommended)

The subject site is located on the south side of 14th Street between Hermosa Avenue and the beach, and abuts an alley (14th Court) on its south side. The property consists of 5 existing lots, which will be assembled together. Four of the existing lots contain residential uses, and one of the lots currently contains public metered parking for seven spaces. The site is adjacent to a hotel use on the west and a retail market on the east. The North Pier Parking structure is located immediately across the alley to the south. A mix of commercial uses and some nonconforming residential uses are located across 14th Street to the north.

The Staff Environmental Review Committee, at its meeting of June 9, 2005, considered the environmental impacts of the project. Based on the initial study check-list, and the traffic impact analysis (attached), the Committee recommended an Environmental Negative Declaration, with

further recommendation that the project's impact on on-street and public parking be more clearly shown on project plans.

### **Analysis**

The project involves the construction of a three story commercial building with a mix of hotel, office and retail uses and a basement parking level with 27 parking spaces. Additional parking is provided at ground level for 12 vehicles, with direct access from the alley. Retail uses are located on the ground floor, containing approximately 5,661 square feet, divided into 7 separate retail spaces. Office space is provided on the second floor containing 2,000 square feet. The hotel is located on the second and third floors, and contains approximately 14,000 square feet, including 29 rooms ranging from 240-280 square feet, a lobby, lounge, conference room, and spa. The project is designed in a Mediterranean style of architecture; with a stucco exterior; a combination of mission tile and metal roofing materials; decorative wrought iron rails, and details and accents to complement this style.

### **PRECISE DEVELOPMENT PLAN**

Pursuant to Chapter 17.58 a Precise Development Plan is required because of the new construction. The PDP review requirements are conformance with minimum standards of the zone, and general review of the project relating to compatibility with surrounding uses.

The project meets the basic zoning requirements of the C-2 zone, as the building is designed to comply with the 30-foot height limit at the critical points on the roof, as shown on the roof plan. Beyond these basic standards, the project plans show a substantial improvement that will help revitalize this portion of 14th Street, and convert nonconforming residential uses into uses that are consistent with the General Plan and Zoning designations for the property and more compatible with the parking structure and adjacent commercial uses. The proposed retail, office, and hotel mix is also appropriate for this portion of the downtown district, which is two blocks away from the downtown activity along Pier Plaza, and represents a transition area between the center of downtown and surrounding residential districts. In March 2005, the City Council authorized sale to the project developer of the easterly lot that comprises the project site in order to promote development that was deemed to be consistent with revitalization goals for the area, and the Planning Commission confirmed that the proposed sale was consistent with the goals and objective of the General Plan on March 15, 2005.

The project also includes an open courtyard design with a fountain feature, which demonstrates the quality of the project and attention to detail. The use of this courtyard also gives the building a friendly street presence for pedestrians and to encourage hotel guests to walk to other downtown locations and the beach. Overall the open design positively reflects the pedestrian nature of the downtown, while creating a friendly separate pedestrian entry for guests and other users of the commercial building.

### **PARKING PLAN**

Based on the current parking ratio for the downtown district of 3 spaces per 1,000 square feet of office or retail space, and one for each hotel room the proposed building requires 52 parking spaces pursuant to Section 17.44.040 pertaining to parking requirements for the downtown.<sup>1</sup> The applicant is proposing 39 spaces in two levels of parking. The parking calculation is based on gross floor area for retail and office uses and number of rooms for the hotel. The ancillary

uses associated with the hotel (the spa, lounge, lobby, conference room) are for hotel guests only, and are not included in the calculation for parking requirements.

Pursuant to section 17.44.040 of the Municipal Code, and the City's Certified Coastal Land Use Plan, the applicant is proposing to pay fees in-lieu of parking for the 13 spaces not provided on-site. Based on the Resolution 99-6001 this will require the payment of \$12,500 for each required parking space not provided on-site, and thus will require a total payment of \$162,500. The money must be provided prior to occupancy of the building and will go into the City's parking improvement fund, which is set aside for the City to construct public parking in the future when the number of in-lieu parking spaces reaches 100<sup>2</sup>. Section 17.44.040 also states that projects, which exceed a 1:1 floor area to lot area ratio, are required to provide at least 25% of the required parking on-site. In this case, the 75% of the required parking is provided on site.

The property consists of one parcel that was previously owned by the City and contained 7 metered public parking spaces. Prior to the construction of the parking structure this lot was used for motorcycle parking. These meters are now out of use since the City sold the property. Replacement of this lost public parking is not a requirement for this project, although the Planning Commission may find it appropriate to require some level of compensation. The loss of this parking will be partially compensated since project will eliminate two existing curb cuts that provide access to existing residential projects, and will increase on-street metered parking by two spaces.

#### TRAFFIC

The applicant has submitted a traffic impact analysis prepared by Linscott, Law and Greenspan included as part of the environmental assessment initial study for the project. The project is expected to generate a net increase of 23 vehicle trips during the AM peak hour and 36 during the PM peak hours, and a net increase of 555 daily vehicle trips. The report evaluates the impact on the trips on four local intersections, and concludes that the project generated traffic will not have significant impact on the level of service of any of these intersections during morning and evening peak hours. The City's traffic engineer reviewed the report, and concurs that the project will not cause any significant impact on these intersections, and no traffic mitigation measures are recommended.

Staff recommends the following conditions of approval in addition to standard conditions for commercial projects:

1. All available parking shall be shared amongst the occupants of the building to maximize use of the parking facilities (i.e. no parking spaces shall be assigned for exclusive use by any occupant, guests or tenants). Limited assigned parking for hotel guests may be possible, but only upon submittal of a parking management plan that uses valet parking or some other method of managing parking that will not impact the most efficient use of the parking facility.
2. Provision of a minimum of 6 street trees and tree grates on the 14th Street sidewalk as approved by the Public Works Department,
3. Decorative paving surfaces for the pedestrian entry, and entries into the parking areas.
4. The spa and conference room in the hotel are accessory to the hotel use shall be limited for use of hotel guests only.

5. Reconfigure on-street parking and parking meter locations to maximize on-street parking.
6. Parking In-Lieu Fees deposited into the Parking Improvement Fund prior to occupancy of the building pursuant to Section 17.44.040 of the Zone Code.

CONCUR:

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Ken Robertson  
Senior Planner

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Sol Blumenfeld, Director  
Community Development Department

Attachments

1. Proposed Resolution
2. Location Map
3. Traffic and Parking Study
4. Initial Study Checklists
5. Photos

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<sup>1</sup> This is based on the section 17.04.040 of the Zoning Ordinance, revised in February, 2004, that reduced the parking requirement in the downtown area for retail and office uses from 4 to 3 spaces per 1,000 square feet as approved by the Coastal Commission. Based on the Coastal Commission's approval, this reduced requirement is in effect for 3 years unless the City conducts further parking studies to justify this lower standard.

<sup>2</sup>The text from the Coastal Land Use Plan, as amended in 2004, reads as follows "Program: In order to mitigate the impacts of increased parking demand that is created by new development, but is not compensated for by requiring additional parking spaces, City Council shall provide an in-lieu fund transfer or an in-lieu fee as described in Section 17.44.040 of the Zoning Ordinance and Ordinance No. 80-643 and Resolutions Nos. 80-4307 and 99-6001 to an improvement fund earmarked specifically for creating parking, in an amount determined to be sufficient to off-set the increase in required parking spaces caused by the expansion, intensification, or new construction not provided on site. If the City Council determines that the private party is responsible for the in-lieu fee, the private party shall pay said fee. "Program: The City shall not accept a fee in lieu of providing on site parking unless the Community Development Director assures that sufficient parking exists to accommodate the parking demand of new development without causing a significant adverse impact on parking that is available to the beach going public. The improvement fund to mitigate increased parking demand shall be geared to a threshold limit of increased parking demand. The threshold limit was established at 100 parking spaces in 1982 and has not yet been reached. The City shall continue tallying the number of spaces (of that 100) that have been allocated based on receipt of in-lieu fees, and the City shall construct new parking upon reaching that threshold limit or the City shall not accept any fees in-lieu of parking beyond that threshold limit. The City shall provide an annual accounting of the in-lieu parking program."