

November 8, 2005

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

**Regular Meeting of  
November 15, 2005**

SUBJECT:           PRECISE DEVELOPMENT PLAN 05-27  
                      CONDOMINIUM 05-25  
                      VESTING TENTATIVE TRACT MAP NO. 064484

LOCATION:           727 2<sup>ND</sup> STREET

APPLICANT:        SLAVEN-RALLS, LLC  
                      P.O. BOX 504  
                      MANHATTAN BEACH, CA 90266

REQUESTS:         PRECISE DEVELOPMENT PLAN, CONDITIONAL USE PERMIT AND  
                      VESTING TENTATIVE TRACT MAP NO. 064484 FOR A 6,495 SQUARE  
                      FOOT COMMERCIAL BUILDING CONTAINING 16 COMMERCIAL  
                      CONDOMINIUM UNITS

**Recommendation**

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

**Background**

ZONING:	SPA-7 Specific Plan Area
GENERAL PLAN:	Commercial Corridor
LOT SIZE:	11,668 Square Feet
PROPOSED BUILDING SIZE:	6,495 Square Feet
FLOOR AREA RATIO:	0.56
REQUIRED PARKING:	26 Spaces
PARKING PROVIDED:	26 Spaces
ENVIRONMENTAL DETERMINATION:	Negative Declaration (recommended)

The subject site is located on the north side of 2<sup>nd</sup> Street between Pacific Coast Highway and Ardmore Avenue, westerly adjacent to a City parking lot. Because the site merges two lots together, it has frontages on both 2<sup>nd</sup> and 3<sup>rd</sup> Streets. The site was formerly used as a storage parking lot for the Vasek Polak automobile dealership that is now the new Sav-On Drugs on the southwest corner of 2<sup>nd</sup> Street and Pacific Coast Highway. The site is now vacant.

The Staff Environmental Review Committee, at the meeting held on October 6, 2005, considered the environmental impacts of the project. Based on the initial study checklist, and the traffic and parking impact study (attached), the Committee recommended an Environmental Negative Declaration.

**Analysis**

The project involves the construction of a three-story commercial building containing two floors of commercial condominiums above a ground level parking area.

#### PRECISE DEVELOPMENT PLAN / S.P.A. 7 ZONE COMPLIANCE

The Specific Plan Area zone provides two sets of development standards. This two-tier approach was established to allow development that complies with the first tier standards as a matter of right without a Precise Development Plan. The four development parameters that are subject to this two-tier system are maximum building height, bulk, and size, and minimum landscape coverage. In this case, the project is subject to second tier standards since it exceeds first tier standards for height (greater than 30 feet). Based on the S.P.A. 7 guidelines for Planning Commission review of these four development parameters staff has the following observation and findings:

**BUILDING HEIGHT:** The building is designed with a maximum height of 34.5 feet, which is above the maximum first tier height of 30 feet, but below the maximum second tier height of 35 feet. The central tower, which houses the elevator and central stairs for the building, is the only part of the building that exceeds the first tier height limit. Otherwise, the building is below 30 feet in height. Because the subject property is comprised of two separate lots with two different widths, which when combined together create a convex slope situation, staff determined the maximum height allowable for the project based on the four corner points for each lot, and not just the two corner points at each street frontage. Also, staff used the corner points of both lots to calculate the maximum height allowable because a natural rise in grade towards the rear of both lots exists that would have been excluded from the calculation if only the property corner points at the two street frontages were used.

**BUILDING BULK:** In order to comply with the first tier standards for building bulk, a building must have a maximum floor area ratio (gross floor area to lot area) of 1.0 or less. The proposed building has a floor area ratio of 0.56, which is within first tier standards.

**BUILDING SIZE:** In order to comply with the first tier standards for building size, a building must have a maximum gross floor area of 10,000 square feet or less. The proposed building has a gross floor area of 6,495 square feet, which is within first tier standards.

**LANDSCAPING:** A landscaped plan is included which shows ample and generous landscaping at both street frontages and along the westerly property line. The landscape areas provided at the street frontages comply with the 3-foot minimum dimension as specified in the SPA zone, and are primarily comprised of agapanthus and jasmine plants. A 5-foot landscaped buffer is provided, as required, along the westerly property line of the parking lot, which is comprised of low shrubs, vines, and 23 15-gallon size strawberry tree as required. The landscaped areas cover approximately 10.7% of the site, which exceeds the minimum required first tier standard of 5%.

Also with respect to the S.P.A. 7 guidelines for Planning Commission review of projects that exceed first tier standards staff has the following observation and findings:

- ❑ The exterior of the building is design with stepping rooflines and stepped features to avoid a massive flat building face. The building is enhanced with architectural features and materials to improve its appearance and function.
- ❑ The building complies with the standard for the minimum setback from residentially zoned property by having setbacks from the residential properties to the west of 10 feet at the two-story

stairwells at both ends of the building and the second-story decks, and 12 feet at the third-story portions of the building.

- Because of its low scale and relatively small size, the building will be compatible with neighboring projects, and the character of both Pacific Coast Highway and the residential neighborhood to the west.

#### TRAFFIC AND PARKING

Vehicle access to the site will be from driveways on both 2<sup>nd</sup> and 3<sup>rd</sup> Streets. The existing driveway curb cuts will be widened as part of the proposed project.

Based on the proposed 6,495 square foot building, 26 parking spaces are required pursuant to Section 17.44.030 pertaining to parking requirements for commercial office uses. The applicant is proposing to provide 26 parking spaces. The parking requirements based on gross floor area are the only applicable requirements for this project, regardless of the form of ownership, since the code does not address parking for commercial condominiums. This method of calculating required parking assumes that parking is available in common and will be shared amongst all legitimate users of the building. If any of the parking spaces are taken out of the pool of common parking by being assigned to a specific owner or tenant, it would preclude others from using those spaces, thereby diminishing available parking for all building users.

The City received a letter from Cal Trans regarding their receipt of the Negative Declaration and Initial Study for the proposed project. Within the letter, Cal Trans stated that they had concerns regarding cumulative traffic impacts and whether the proposed project exceeds County Congestion Management Program (CMP) standards. The applicant has submitted a traffic impact analysis prepared by Linscott, Law and Greenspan to address the traffic impact issues of the proposed project, including a CMP compliance assessment, Level of Service (LOS) study of 5 key intersections along Pacific Coast Highway, and a cumulative traffic analysis of the project combined with like projects within the City. The project is expected to generate a net increase of 10 vehicle trips during the AM and PM peak hours, and a net increase of 72 vehicle trips on a typical weekday based upon the building occupancy. The traffic analysis concluded that the development and full occupancy of the proposed project will not cause any significant traffic impacts for the nearby study intersections, any significant transportation impacts on the County CMP roadway network, and any significant cumulative traffic impacts. The contract City traffic engineer also reviewed the submitted traffic analysis, found the project to have traffic impacts below any significant threshold, and recommends approval of the traffic analysis. The City traffic engineer also noted that the submitted traffic impact analysis complies with the County CMP guidelines.

Also, it should be noted the peak use of the project will typically be during the daytime on weekdays, when the supply of public on-street parking is at its highest.

#### COMMERCIAL CONDOMINIUMS

The condominium form of ownership for commercial buildings is subject to the requirements as set forth in Section 17.22.080 through 17.22.140 of the Zoning Ordinance, including the requirement for a Conditional Use Permit. Also, it requires the approval of a condominium tract map. The guidelines are similar to those required for the Precise Development Plan, with the additional requirement that Covenants Codes and Restrictions (CC&R's) be included in the project to "ensure that potential problems resulting from lack of continuous and centralized

management, do not impact upon the public health, safety and welfare.” Specific provision to be included in the CC&R’s are set forth in Section 17.22.120. Therefore, as noted above the project conforms to the PDP standards of the zone, and it also conforms to the commercial condominium standards.

The building will contain 16 commercial condominiums varying in size from 380 to 430 square feet each. Given the floor plan layout of the units, the units will most likely be sold separately and individually. Approval of the condominium tract map will make condominium sales an option for the developer, but certainly does not require or guarantee that each individual unit will be sold to separate sole proprietors.

If approved, staff recommends the following conditions of approval in addition to standard conditions for commercial projects and condominiums:

1. All available parking shall be shared amongst the occupants of the buildings on site, and owned in common, which shall be clearly set forth in project CC & R’s, and no parking spaces shall be assigned for exclusive use by any owner, occupant, or tenant.
2. Decorative paving surfaces for the entries into the parking area.
3. Any changes to the interior layout of the building require Planning Commission approval.
4. Provision of a decorative block wall along the westerly property line adjacent to the residential properties.

CONCUR:

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Scott Lunceford  
Associate Planner

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Sol Blumenfeld, Director  
Community Development Department

Attachments

1. Proposed Resolution
2. Location Map
3. Initial Study Checklist
4. Photos
5. Traffic Impact Analysis



View of 727 2<sup>nd</sup> Street looking south from 3<sup>rd</sup> Street  
looking north from 2<sup>nd</sup> Street

View of 727 2<sup>nd</sup> Street



View of City public parking lot easterly adjacent to subject site