

June 13, 2006

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

**Regular Meeting of  
June 20, 2006**

SUBJECT: APPEAL OF DIRECTOR'S DECISION FOR INTERPRETATION OF SPA 7  
ZONE PROVISIONS, AND REDUCED TURNING RADIUS FOR WIDER  
PARKING STALLS

LOCATION: 722 FIRST STREET

APPLICANT: GARY LANE

**Recommendation**

1. Determine that the subject property can be developed with a commercial use pursuant to Section 17.38.300(D), because of the historical use of the property as storage for an automobile dealership.
2. Allow reduced turning radius for wider parking stalls on a proposed office project using the dimensional standards that apply to residential projects.

**Background**

The subject property is located on the south side of 1<sup>st</sup> Street, one lot west of Pacific Coast Highway. The property is currently vacant and undeveloped, but has a curb cut on First Street, and was most recently use for car storage as part of the Vasek Polak dealership located to the north that has since been redeveloped. The applicant is proposing to develop this property with a three level office building, while the adjacent property that fronts on P.C.H. (formerly Coast Glass) is being remodeled to accommodate a marine hardware store. The property was also recently the subject of a General Plan amendment and zone change request to redesignate and rezone the property from Commercial Corridor and S.P.A.-7 to Medium Density Residential and R-2. The Planning Commission denied the General Plan amendment and zone change in March of 2005.

**Analysis**

**SPA-7 ZONE PERMITTED USES**

Section 17.38.300 of the Zoning Ordinance establishes the permitted uses for the S.P.A. 7 zone, which includes all the permitted uses in the C-3 zone. Section 17.38.300 (C) states that vacant properties can only be converted to commercial uses if the property fronts on P.C.H. Section 17.38.300 (D), however, allows properties that do not front on P.C.H. with existing commercial uses or non-residential uses to be developed commercially if the existing access is maintained. While the property is currently vacant, it has historically been used for commercial purposes and has an existing curb cut. Therefore, it would seem reasonable to allow commercial use pursuant to 17.38.300(D). This is similar to the determination made on former car storage lots located between 2<sup>nd</sup> and 3<sup>rd</sup> Street that were recently approved for an office condominium project.

**TURNING RADIUS / STALL WIDTH**

Section 17.44.130 of the Zoning Ordinance, pertaining to turning radii, stall width and aisle width for parking spaces refers to the "parking lot design standards" on file with the city. The standards contain stall width and aisle width requirements for commercial uses, and include a note that "turning radius may be reduced if width of stall is increased. These variations shall be determined

by the chief building inspector.” The design standards for residential parking, however, contain specific dimensions for turning radius for differing stall widths.

The applicant is proposing a simple center access aisle, with 90 degree parking loaded on each side (see attached sketch). Angled parking does not work since it will be a dead-end aisle, and would then require backing out into the street. The 60-foot lot width is slightly too narrow to meet the parking stall depth and aisle with standards for 90-degree commercial parking, which require a 25-foot aisle width, 8 ½-foot wide stalls, and 18-foot in depth. Also, since the property is adjacent to residential property to the west a 5-foot landscaped buffer is required, further constraining the project. Therefore, the applicant is requesting to use 10-foot wide stalls, and a reduced aisle width of 20-feet, and to count the vehicle overhang into the landscaped to count towards the 18-foot depth. These dimensions are consistent with what is allowed for residential garages under “Case II, 90-degree turn”), and the parking space overhang in the landscaped area has been allowed on other commercial projects. In the absence of commercial standards for reduced turning radius, it seems reasonable to apply the optional residential standard, especially for an office building with limited expected parking turnover similar to a residential use.

CONCUR:

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Ken Robertson  
Senior Planner

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Sol Blumenfeld, Director  
Community Development Department

Attachments

Preliminary project plans (separate attachment)

1. Location map
2. S.P.A. 7 zone permitted uses
3. Parking design standards
4. Photos