Honorable Chairman and Members of the Hermosa Beach Planning Commission

Regular Meeting of February 20, 2007

SUBJECT: PRECISE DEVELOPMENT PLAN 07-1; CONDITIONAL USE PERMIT (CONDOMINIUM) 07-1; VESTING TENTATIVE TRACT MAP #68380; PARKING PLAN 07-1

LOCATION: 906-910 HERMOSA AVENUE

APPLICANT: HERMOSA SEASIDE DEVELOPMENT CORPORATION
P.O. BOX 1002
PALOS VERDES ESTATES, CA 90274

REQUESTS: PRECISE DEVELOPMENT PLAN TO CONSTRUCT A NEW 9,500 SQUARE FOOT THREE-STORY COMMERCIAL OFFICE BUILDING WITH BASEMENT AND FIRST FLOOR PARKING

CONDITIONAL USE PERMIT FOR A COMMERCIAL CONDOMINIUM AND TENTATIVE TRACT MAP TO DIVIDE THE BUILDING INTO UP TO 21 CONDOMINIUM UNITS

PARKING PLAN TO BASE THE PARKING REQUIREMENTS ON NET FLOOR AREA OF THE OFFICES AND TO PAY PARKING IN-LIEU FEES TO COMPENSATE FOR PROVIDING LESS THAN REQUIRED PARKING ON SITE

Recommendation

To approve the Precise Development Plan, Conditional Use Permit, and Vesting Tentative Tract Map and Parking Plan subject to conditions as contained in the attached Resolution.

Background

ZONING:	C-2 Restricted Commercial
GENERAL PLAN:	General Commercial
LOT SIZE:	5,863 Sq. Ft.
PROPOSED FLOOR AREA:	9,426 Sq. Ft.*(gross floor area)
OFFICE CONDOMINIUM UNITS / SIZE:	21 offices (8,893 square feet net floor area)
FLOOR AREA RATIO:	1.6
PARKING AREAS:	6,824 Square Feet (19 spaces)
PARKING PROVIDED ON SITE:	19 Spaces
REQUIRED PARKING:	27 Spaces (based on net office area**)
ENVIRONMENTAL DETERMINATION:	Mitigated Negative Declaration (recommended)

*Gross Floor area for purposes of determining parking requirements, as defined by Chapter 17.44, excludes common elevators, stairs and corridors and outdoor seating deck areas, but includes lobbies.

**Based on net office floor area of 8,893 square feet.

The subject site consists of two 30-foot wide lots, and is located on the east side of Hermosa Avenue mid-block between 8th Street and 10th Street with alley access to the rear on Palm Drive. The site has a grade differential of 4 to 5 feet between Hermosa Avenue and Palm Drive. The site is currently occupied by a dry cleaner business (910 Hermosa Avenue) and an enclosed one story private parking structure (906 Hermosa Avenue) currently used by the dry cleaner. Under its prior ownership, the parking was used by occupants of the Sea Sprite motel and apartments.

The Staff Environmental Review Committee, at its meeting of January 11, 2007, considered the environmental impacts of the project. Based on the initial study check-list, and the traffic impact analysis (attached), the Committee recommended a Mitigated Environmental Negative Declaration, with recommendations that the project's parking deficiency be mitigated with the payment of parking in-lieu fees and that on-site parking for customers and employees be free on a first come-first serve bases (i.e. no assigned parking).

Analysis

The project involves the demolition of all existing improvements and the construction of a three story building with basement level parking in order to maximize development of a relatively small site. The building will contain two levels of parking, with the basement level accessed from Hermosa Avenue, and another level above the basement level accessed from the alley. The building will contain office uses with two office suites on the first level and the remaining 19 suites on the second and third floors. Each office suite is proposed for condominium ownership to be marketed to sole proprietors and other small businesses. The plans include 21 office suites ranging in size from 301 to 549 square feet. The plans include a small common lobby, and common outdoor seating areas on the second and third floors.

The two parking levels contain a total of 19 parking spaces with two separate points of entry, with 9 spaces available at the basement level accessed from Hermosa Avenue and 10 spaces available from the alley. The project is designed in a contemporary style of architecture with a mix of exterior finishes (concrete, metal railings, aluminum windows, wood siding).

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 in compliance with the 30-foot height limit as shown on the elevations and sections. While the project meets the basic requirements of the zone, it essentially covers the entire property and is built to the maximum height, resulting in limited options for architectural relief. However, the building includes a three foot setback at the ground level for landscaping, and which also allows balconies on the upper levels. Also, the building has an open courtyard design at the second and third levels which breaks up the mass at the upper floors, and provides some open air seating for occupants of the offices. It should also be noted that the building will abut adjacent buildings on both sides which also are built to the side lot lines, and essentially cover those sites. However, the proposed building will project slightly above these buildings and thus will be visible from the north and south. Also the building profile will be substantially higher than the existing one-story buildings on the site.

Overall, given the limitations of the site and the owners desire to maximize the building floor area, the architect has created a fairly attractive design using a variety of exterior finishes and minor variations in the façade. Additional setbacks and architectural relief is provided on the north and south sides of the building where it will be visible at the front of the property. Therefore, while the building will present a much larger scale than most of the existing building along this section of Hermosa Avenue, the project should not unduly detract from the overall appearance of the street.

The landscape plans are only conceptual, and show the use of palm trees in the small planter area along the sidewalk. The plan does not show street trees consistent with public improvements planned for the

area. Staffs recommended conditions to include the requirement for a detailed landscape plan, including improvement in the sidewalk consistent with planned street trees for Hermosa Avenue.

PARKING PLAN

The applicant has designed this project to maximize on site parking but is also requesting consideration of reduced parking requirements, based on net office area rather than gross floor area, and City's parking in-lieu fee program. The parking in-lieu fee program has been established in the downtown specifically to encourage redevelopment of small sites such as this site where it is not feasible to provide all required on-site parking, and to plan and provide for parking for the downtown district.

Based on the current parking ratio for the downtown district of 3 spaces per 1,000 square feet of office the proposed building requires 27 parking spaces pursuant to Section 17.44.040 pertaining to parking requirements for the downtown.[1] The applicant is proposing 19 parking spaces. The parking calculation is based on gross aggregate floor area of the offices. Pursuant to Section 17.44.010 which defines gross floor area for purposes of calculating parking requirements, the office floor area does not include open courts, corridors, and open stairways. The applicant is also requesting an interpretation that the common lobby areas, and storage for the office condominiums be excluded from gross floor area.

Pursuant to Section 17.44.040 of the Municipal Code, and the City's Certified Coastal Land Use Plan, and since the project has more than a 1:1 floor area ratio; the applicant may request to pay in-lieu fees for 75% of the required spaces. The applicant is proposing a combination of on-site parking and payment of fees in-lieu of parking. The applicant proposes to pay for the deficiency of 8 spaces relative to the parking requirement which requires the payment of $28,900 for each required parking space not provided on-site, or a total payment of $231,200[2]. In-lieu fees are deposited in 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[3].

In accepting in-lieu parking, the Commission must find that the parking deficiency will not unduly impact area parking. Recently the Commission approved the use of in-lieu parking for proposed office and retail building at 1429 Hermosa Avenue, where it was demonstrated that peak use of the building coincided with times of the week where substantial public parking was available on the street and in the parking structure, and also that there was otherwise enough parking on site to satisfy demand during peak demand periods. The subject project is comprised of 100% office uses, so the use of the building should also coincide with daytime periods throughout the week when public parking is available. Coastal Commission approval is pending for the 1429 Hermosa Avenue project and is also required for this application.

TRAFFIC AND SITE ACCESS

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 20 vehicle trips during the AM peak hour and 19 during the PM peak hours, and 144 daily vehicle trips. The report evaluates the impact on the trips on seven 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 mitigations measures are recommended.

Access from Hermosa Avenue will require relocation of the existing curb cut, and realignment of existing on-street parking. With realignment, the project will not cause any reduction in the number of metered parking spaces.

CONDITIONS OF APPROVAL

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

1. The deficiency to peak shared parking demand shall be mitigated with the payment of parking in-lieu fees calculated at $28,900 per parking space.
2. All available parking shall be free for customers and employees and 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). A parking operations plan shall be submitted for approval addressing validation, use, signage, operation and security.
3. Office condominiums limited to general office uses as listed in C-2 zone and shall not include medical clinics, retail, or personal service uses. Residential use strictly prohibited. CC & R's shall include provisions to regulate uses.
4. Install appropriate pavement marking (i.e. stop bar with STOP legend) on the project drive aisle just east of the public sidewalk to ensure motorists stop prior to the sidewalk before exiting the site
5. Provision of a street trees and tree grates as approved by the Public Works Department in coordination with plans to improve Hermosa Avenue, or alternatively the owner shall deposit the necessary funds for the improvements to be constructed at a later date.
6. Decorative paving surfaces for the pedestrian entry, and entries into the parking areas.
7. Reconfigure on-street parking and parking meter locations to maximize on-street parking.
8. 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:

Ken Robertson
Senior Planner

Sol Blumenfeld, Director
Community Development Department

Attachments

1. Proposed Resolution
2. Location Map/Aerial Photo
3. Initial Study Checklist
4. Traffic Study and Traffic Engineers review comments
5. Photos
6. Correspondence

Traffic and Parking Study; Project Plans and applicant exhibits – separate attachment

[1] This is based on Section 17.04.040 of the Zoning Ordinance, revised in February, 2004, and certified by the Coastal Commission June, 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. Based on the Coastal Commission's approval, this reduced requirement is in effect for 3 years (until June, 2007) unless the City conducts further parking studies to justify this lower standard.

[2] The City Council recently set the in-lieu parking fee at $28,900 per required space.

[3]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." The City has long range plans to construct additional parking in the Civic Center as part of a proposed master plan, however, this project has not commenced.

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P.C. RESOLUTION 07-

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF HERMOSA BEACH, CALIFORNIA, APPROVING A PRECISE DEVELOPMENT PLAN TO CONSTRUCT A NEW 9,500 SQUARE FOOT THREE-STORY COMMERCIAL OFFICE BUILDING WITH BASEMENT PARKING; A CONDITIONAL USE PERMIT FOR A COMMERCIAL CONDOMINIUM AND VESTING TENTATIVE TRACT MAP NO. 67748 TO DIVIDE THE BUILDING INTO 21 CONDOMINIUM UNITS; AND, A PARKING PLAN TO PAY PARKING IN-LIEU FEES TO COMPENSATE FOR PROVIDING LESS THAN REQUIRED PARKING ON SITE, AND A MITIGATED NEGATIVE DECLARATION OF ENVIRONMENTAL IMPACTS, LOCATED ON PROPERTY AT 906 AND 910 HERMOSA AVENUE AND LEGALLY DESCRIBED AS LOTS 25, AND 26, TRACT #1564

The Planning Commission of the City of Hermosa Beach does hereby resolve and order as follows:

Section 1. An application was filed by Hermosa Seaside Development Corporation owner of property at 906 and 910 Hermosa Avenue seeking approval of a Precise Development Plan, and Conditional Use Permit to construct a commercial office condominium building containing 21-units, and a Parking Plan for reduced parking requirements based on net office floor area, and to pay parking in-lieu fees to compensate for less than required parking.

Section 2. The Planning Commission conducted a duly noticed public hearing to consider the subject application on February 20, 2007, and considered testimony and evidence both written and oral. Based on the testimony and evidence received the Planning Commission makes the following factual findings:

1. The subject site is located on the east side of Hermosa Avenue mid block between 8th Street and 10th Street with access from Hermosa Avenue and an alley. The property is currently used for a private parking garage and a dry cleaners business.

2. The project involves the demolition of all existing improvements and the construction of a three story building with basement level for office uses. The building includes two levels of parking with separate access from the alley and the street The total net floor area for office uses, excluding common areas and the common lobby areas, is proposed to be 8,893 square feet.

3. The building contains up to 21 separate commercial office units intended to be sold separately as condominium units. Commercial condominiums require a Conditional Use Permit pursuant to Section 17.22.100 of the Zoning Ordinance and approval of a tentative tract map

4. Since the project is located in the downtown district, the office uses are subject to the parking requirements of Section 17.44.040 which require 3 parking spaces per 1,000 square feet of floor area. This results in a parking requirement of 27 spaces. There are 19 spaces provided on site.

5. The applicant is requesting consideration of a Parking Plan, pursuant to Section 17.44.210 for a reduced parking requirement, based on the net office area, and also requesting to pay parking in-lieu fees for the deficiency to the parking requirements.

Section 3. Based on the foregoing factual findings the Planning Commission makes the following findings pertaining to the application for a Precise Development Plan, Conditional Use Permit, and Parking Plan:

1. The project is consistent with applicable general and specific plans and is in compliance with the use and development requirements of the Zoning Ordinance;

2. The site is zoned C-2 and is physically suitable for the type and density of proposed development and the project and the proposed use complies with the development standards contained therein;

3. The subdivision or types of improvements are not likely to cause serious public health problems;

4. The subdivision or type of improvements will not conflict with easements, acquired by the public at large, for access through or use of property within the proposed subdivision;

5. Design of the proposed subdivision is compatible and consistent with applicable elements of the City's General Plan, and is compatible with the immediate environment;

6. The project, as conditioned, will conform to all zoning and condominium laws and criteria and will be compatible with neighboring residential properties;

7. Pursuant to Section 17.44.210 of the Zoning Ordinance allows a reduction in parking spaces required based on factors including unique features of the proposed use, and in this case is reasonable to consider the parking demand based on net floor area used for office purposes since common lobby areas do not contribute to parking demand.

8. The applicant will compensate for the parking deficiency of 8 spaces, by paying a parking in-lieu fee, pursuant to Section 17.44.040

9. The general criteria of Hermosa Beach Municipal Code Section 17.58.030 for granting or conditionally granting a Precise Development Plan have been considered. In making this finding, the Planning Commission has determined that:

a. The proximity of the project to existing commercial and residential uses in the downtown area will not result in negative effects with incorporation of the conditions below.

b. The project is designed to minimize impact on ocean views from residential areas, as the building will be constructed in compliance with the 30-foot height limit of the C-2 zone.

c. The amount of proposed off-street parking is sufficient for actual need and consistent with the parking requirements for the downtown district.

d. The uses proposed are compatible with each other and with the area.

e. The capacity and safety of the streets serving the area is adequate for the traffic volume estimated to be generated by the project as shown by the traffic impact analysis prepared by Linscott, Law and Greenspan, which demonstrates that traffic generation will not significantly increase as compared to the existing uses on the site, and the increase will not result in significant impacts on nearby intersections.

f. The proposed exterior signs and decor are sufficiently compatible with existing establishments in the area with incorporation of the conditions below.

g. Building and driveway orientation is appropriate to minimize noise and traffic impacts on nearby residential areas.

h. The project will not result in adverse noise, odor, dust or vibration environmental impacts.

i. The proposed use will not result in an adverse impact on the City's infrastructure and/or services.

10. The criteria of Hermosa Beach Municipal Code Section 17.58.030(C) for denial of a Precise Development Plan are not applicable. In making this finding, the Planning Commission has determined that:

a. The project will not substantially depreciate property values in the vicinity, or interfere with the use or enjoyment of property in such area, because of excessive dissimilarity or inappropriateness of design in relation to the surrounding vicinity.

a. The project will not have significant environmental adverse impacts.

11. The requirements of Hermosa Beach Municipal Code Section 17.44.040 for granting a Parking Plan for the payment of in-lieu fees for a portion of the required parking, and the policies contained in the Local Coastal Plan, have been considered and are satisfied by the proposal. In making this finding, the Planning Commission has determined that:

a. 70% of the required parking is provided on site, to exceed the minimum 25% required for buildings with a greater than 1:1 floor area ratio pursuant to Section 17.44.040(E)

b. Sufficient parking exists and is being provided on-site in conjunction with the project to accommodate the parking demand of the project without causing a significant adverse impact on parking that is available to the beach going public.

12. The City Council, at its meeting of August 8, 2006, set the parking in-lieu fee of at $28,900 per required parking space, payable in lump sum prior to issuance of Certificate of Occupancy.

Section 4. Environmental Review.

1. Pursuant to the California Environmental Quality Act ("CEQA") and the City's local CEQA Guidelines, the Staff Environmental Review Committee prepared an Initial Study of the potential environmental effects of the proposed project. Based upon the Initial Study, the Committee determined that there was no substantial evidence, in light of the whole record before the City, that the project would have a significant effect on the environment as long as certain mitigation measures are incorporated into the project to address parking issues. City staff thereafter prepared a Mitigated Negative Declaration for the project and duly provided public notice of the public comment period and of the intent to adopt the Negative Declaration. A copy of the Initial Study and Mitigated Negative Declaration are attached hereto and incorporated herein by reference.

2. The Planning Commission has reviewed the Mitigated Negative Declaration and all comments received regarding the Mitigated Negative Declaration. Based on the whole record, the Planning Commission finds that: (i) the Mitigated Negative Declaration was prepared in compliance with CEQA; and (ii) there is no substantial evidence that the proposed project will have a significant effect on the environment with the mitigation measures incorporated. Based on these findings, the Planning Commission hereby adopts the Mitigated Negative Declaration prepared for the proposed project incorporating the following mitigation measure:

a. Parking in-lieu fees shall be paid to compensate for the parking deficiency.

b. Parking shall be proved for customers and employees free of charge and on a first come first serve basis (i.e. no assigned parking) to maximize the efficient use of the on-site parking facilities.

Section 5. Based on the foregoing, the Planning Commission hereby approves the subject Precise Development Plan, Conditional Use Permit, Vesting Tentative Tract Map No. 68380 and Parking Plan subject to the following **Conditions of Approval**:

1. **The development and continued use of the property shall be substantially consistent with submitted plans as reviewed by the Planning Commission at their meeting of February 20, 2007, incorporating all revisions as required by the conditions below. Any major modification shall be subject to review and approval of the Planning Commission. Minor modifications may be approved by the Community Development Director but shall not be final until confirmed by the Planning Commission as a consent calendar item on the Commission agenda.**

2. **Final plans for building permit issuance shall be revised to incorporate the following.**

a. **Install appropriate pavement marking (i.e. stop bar with STOP legend) on the project drive aisle just east of the public sidewalk to ensure motorists stop prior to the sidewalk before exiting the site**
b. **Provision of street trees and tree grates as approved by the Public Works Department in coordination with plans to improve Hermosa Avenue, or alternatively the owner shall deposit the necessary funds for the improvements to be constructed at a later date.**
c. **Decorative paving surfaces for the pedestrian entry, and entries into the parking areas shall be provided.**
d. **On-street parking and parking meter locations shall be reconfigured to maximize on-street parking.**

3. **A revised detailed landscape plan for on-site, and off-site landscaping, consistent with the conceptual plan shall be submitted for review and approval by the Community Development Director prior to issuance of building permits incorporating the revisions below:**
   a. **Decorative surfaces shall be provided at driveway entry areas and at the pedestrian entry areas consistent with the submitted plan.**
   b. **Street trees shall be provided with final tree location, type, and tree grates to be reviewed and approved by the Public Works Director.**
   c. **Bicycle parking shall be provided in a convenient location, to the satisfaction of the Community Development Director.**

4. **In order to compensate for required parking that is not provided on site, the applicant shall contribute fees to the City's parking improvement fund in lieu of the required eight parking spaces, as set forth in Section 17.44.040(E) of the Zoning Ordinance, at the amount of $28,900 per required space as set forth by resolution of the City Council. The payment of fees in-lieu of parking shall be made prior to issuance of a Certificate of Occupancy for the building.**

5. **All parking shall be available for free to customers and employees and no parking spaces shall be assigned for exclusive use by any owner, occupant, or tenant.**

6. **A parking management and operations plan shall be submitted for review and approval by the Planning Commission, regarding parking operations, efficiency, signage, and security and control of access, and setting forth a program to ensure free parking for the employees/customers of the building through the use of validation, or passes, or other method, and said plan shall include how the Parking Plan will be enforced including the signage to be posted in the parking facilities. The plan shall be implemented when the building is occupied. The Commission shall review the parking management plan and the operation and efficiency of parking facility 6 months after occupancy of the building.**

7. **Architectural treatment of the building and all finishes shall be as shown on building elevations and site and floor plans. Any modification shall require approval by the Community Development Director.**

8. **A detailed comprehensive sign plan shall be submitted for review and approval by the Community Development Director incorporating specifications for all individual tenant or owner signs that shall be consistent with that plan.**

9. **The uses of the building shall be as shown on the plan for exclusively general office use, and shall not include any other uses subject to greater parking requirements. The general office use does not include stair corridors, common lobby, common locker rooms or storage. General office use shall not include medical clinics, or retail businesses or services. Any material change in the use shall be reviewed and approved by the Planning Commission.**

10. **A covenant shall be incorporated into the Covenants, Codes and Restrictions for the condominiums and recorded with the property, and with State Department of Real Estate if necessary, stipulating that storage, lockers, lobby and other common areas cannot be converted to condominium office space.**

11. **Outdoor seating and use of the outdoor courtyard shall be limited to between 7:00 A.M. and 10:00 P.M. and no speakers, or televisions are allowed in the outdoor seating and courtyard areas.**

12. **Deliveries shall be permitted only on Hermosa Avenue and shall be scheduled in a staggered manner, and limited to between the hours of 9:00 A.M. and 5:00 P.M.**

13. **The lots that make up the project site shall be merged.**

14. **Final verification of compliance with the height limit requires submittal of revised roof plan with property corner elevations and finished roof heights, and maximum heights identified at the critical points.**

15. **A detailed drainage and (SUSMP) Standard Urban Stormwater Mitigation Plan is required for approval by the Public Works Department, prior to the issuance of building permits and implemented on site, demonstrating best management practices for stormwater pollution control, and for sediment control and erosion control during construction.**

16. **The project shall meet all requirements of the Condominium Ordinance.**

    a. **Covenants, Conditions, and Restrictions in compliance with the Condominium Ordinance Section 17.22.120 shall be submitted to the Community Development Department for review and approval prior to the issuance of building permits.**

    b. **The Covenants, Conditions and Restrictions shall include all conditions of approval as contained herein, and shall also strictly prohibit any residential use and any use of the condominium units for overnight sleeping purposes.**

    b. **Proof of recordation of approved CC & R's shall be submitted to the Community Development Director thirty (30) days after recordation of the Final Map.**

17. **The applicant is responsible for all off-site right-of-way construction required by the Public Works Department, or alternatively, may deposit funds in amount to cover the cost for future right-of-way construction for the Pier Avenue frontage.**

18. **Any existing or proposed encroachments in the public right-of-way, must comply with or be corrected as necessary to meet the requirements of Chapter 12.16 of the Municipal Code, including the requirement to obtain an encroachment permit from the Public Works Department.**

19. **The applicant shall submit all required plans and reports to comply with the City's construction debris recycling program including manifests from both the recycler and County landfill.**

20. **The project shall comply with the requirements of the Fire Department.**

21. **Final building plans/construction drawings including site, elevation, floor plan, sections, details, signage, landscaping and irrigation, submitted for building permit issuance shall be reviewed for consistency with the plans approved by the Planning Commission and the conditions of this resolution, and approved by the Community Development Director prior to the issuance of any Building Permit.**

22. **All roof equipment shall be located and designed to be screened from public view and any portion that exceeds the height limit shall not cover more than 5% of the roof area.**

23. **The project and operation of the business shall comply with all applicable requirements of the Municipal Code.**

24. **The Precise Development Plan and Parking Plan shall be recorded, and proof of recordation shall be submitted to the Community Development Department.**

25. **Each of the above Conditions of Approval is separately enforced, and if one of the Conditions of Approval is found to be invalid by a court of law, all the other conditions shall remain valid and enforceable.**

26. **Permittee shall defend, indemnify and hold harmless the City, it agents, officers, and employees from any claim, action, or proceeding against the City or its agents, officers, or employee to attack, set aside, void or annul this permit approval, which action is brought within the applicable time period of the State Government Code. The City shall promptly notify the permittee of any claim, action, or proceeding and the City shall cooperate fully in the defense. If the City fails to promptly notify the permittee of any claim, action or proceeding, or if the City fails to cooperate fully in the defense, the permittee shall not thereafter be responsible to defend, indemnify, or hold harmless the City.**

27. **The permittee shall reimburse the City for any court and attorney's fees which the City may be required to pay as a result of any claim or action brought against the City because of this grant. Although the permittee is the real party in interest in an action, the City may, at its sole discretion, participate at its own expense in the defense of the**

action, but such participation shall not relieve the permittee of any obligation under this condition.

28. **The subject property shall be developed, maintained and operated in full compliance with the conditions of this grant and any law, statute, ordinance or other regulation applicable to any development or activity on the subject property. Failure of the permittee to cease any development or activity not in full compliance shall be a violation of these conditions.**

Section 6. This grant shall not be effective for any purposes until the permittee and the owners of the property involved have filed at the office of the Planning Division of the Community Development Department their affidavits stating that they are aware of, and agree to accept, all of the conditions of this grant.

Section 7. Pursuant to the Code of Civil Procedure Section 1094.6, any legal challenge to the decision of the Planning Commission, after a formal appeal to the City Council, must be made within 90 days after the final decision by the City Council.

VOTE:	AYES:	Hoffman,Allen, Kersenboom, Perrotti, Pizer
	NOES:	None
	ABSTAIN:	None
	ABSENT:	None

CERTIFICATION

I hereby certify the foregoing Resolution P.C. No. 06-30 is a true and complete record of the action taken by the Planning Commission of the City of Hermosa Beach, California at their regular meeting of October 17, 2006.

Kent Allen, Chairman

Sol Blumenfeld, Secretary

November 21, 2006
Date

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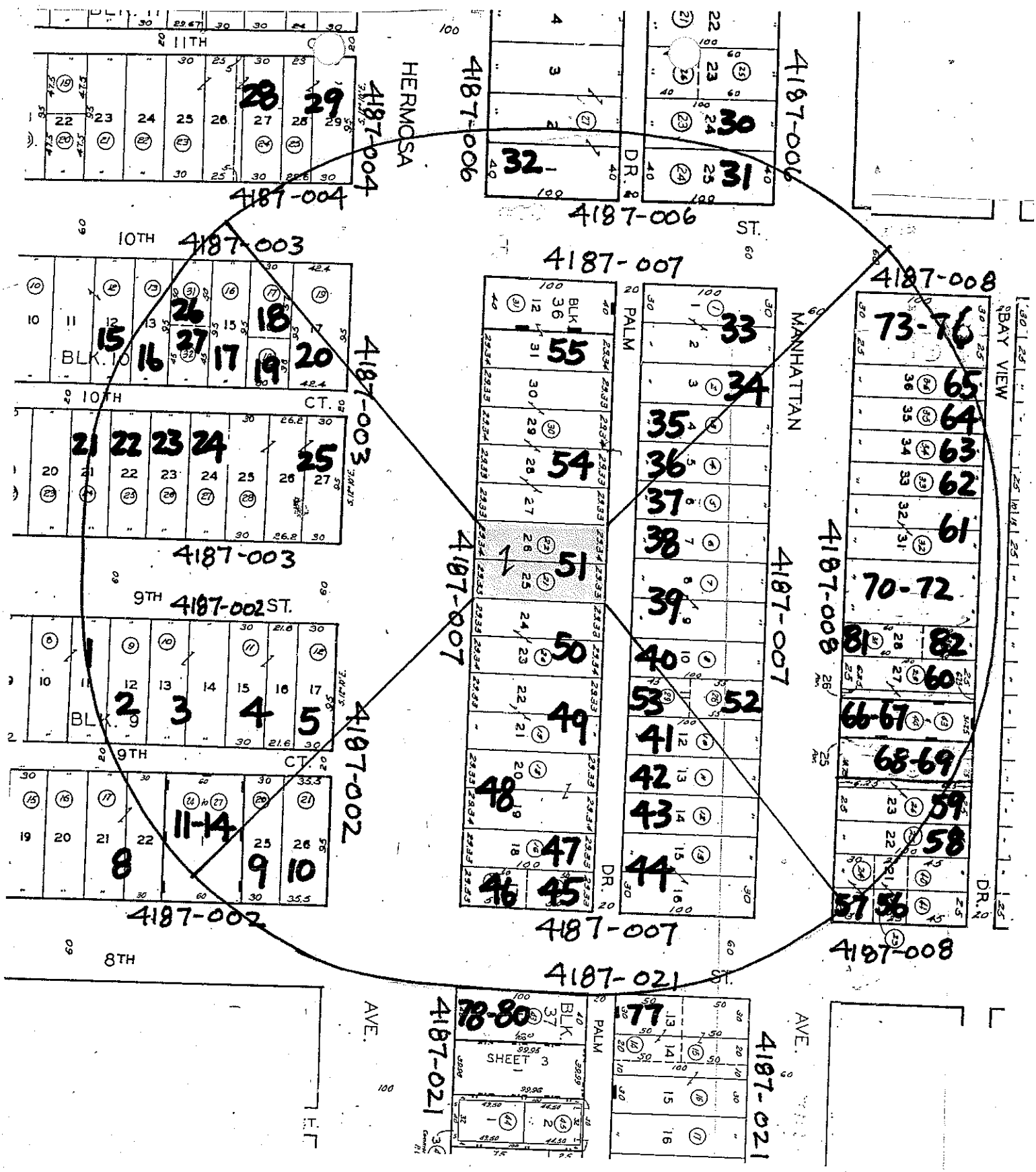

ADDRESS: 906-910 HERMOSA AVENUE

SCALE 1" = 100'

CONTINENTAL MAPPING SERVICE
6325 Van Nuys Boulevard, Van Nuys, CA 91401
(818) 787-1663

City of Hermosa Beach
906 & 910 Hermosa Avenue

1 in = 50 ft

Date Printed: 2/15/2007

Issues (and Supporting Information Sources):	Potentially Significant Impact	Potentially Significant Unless mitigation Incorporated	Less Than Significant Impact	No Impact

ENVIRONMENTAL CHECKLIST FORM

1. **Project Title** "Seaside Office Condominiums" PDP 07-1, CON07-1; PARKING PLAN 07-1, VTTM #68380:

2. **Project Location:** 906-910 Hermosa Avenue

3. **Project Sponsor:** Farhad Esfahani – Hermosa Seaside Development Corporation
P.O. Box 1002
Palos Verdes Estates, CA 90274

4. **Lead Agency :** City of Hermosa Beach
1315 Valley Drive
Hermosa Beach, CA 90254

5. **Contact Person:** Ken Robertson, Senior Planner - (310) 318-0242

6. **General Plan Designation:** General Commercial 7. **Zoning:** C-2

8. **Description of Project:** Conditional Use Permit, Precise Development Plan and Vesting Tentative Tract Map No. 67748 for a new 9,500 square foot three story commercial building with basement parking containing office uses, divided into 21 office condominium units and a Parking Plan to pay parking in-lieu fees to compensate for providing less than required parking on site. Demolition of the existing building containing parking and retail space (currently a dry cleaner).

Surrounding Land Uses and Settings: Commercial uses are located to the north and south and west across Hermosa Avenue. Medium and High density residential uses are located to the east, and containing a mix of multi-family projects. Hermosa Avenue is part of a downtown pedestrian-friendly commercial district located in an urban setting, consisting of restaurants, shops, and some offices.

10. **Other public agencies whose approval is required** (e.g., permits, financing approval, or participation agreement.)

Issues (and Supporting Information Sources):	Potentially Significant Impact	Potentially Significant Unless mitigation Incorporated	Less Than Significant Impact	No Impact

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact" as indicated by the checklist on the following pages.

☐ Land Use and Planning	☒ Transportation/Circulation	☐ Public Services
☐ Population and Housing	☐ Biological Resources	☐ Utilities and Service Systems
☐ Geological Problems	☐ Energy and Mineral Resources	☐ Aesthetics
☐ Water and Water Quality	☐ Hazards	☐ Cultural Resources
☐ Air Quality	☐ Noise	☐ Recreation
	☐ Mandatory Findings of Significance	

DETERMINATION.

(To be completed by the Lead Agency.)

On the basis of this initial evaluation:

I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared. ☐

I find that although the proposed project could have a significant effect on the environment, that there will not be a significant effect in this case because the mitigation measures described on an attached sheet have been added to the project. A NEGATIVE DECLARATION will be prepared. ☒

I find that the proposed project MAY have a significant effect on the environmental, and an ENVIRONMENTAL IMPACT REPORT is required. ☐

I find that the proposed project MAY have a significant effect(s) on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets, if the effect is a "potentially significant impact" or "potentially significant unless mitigated." An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed. ☐

I find that although the proposed project could have a significant effect on the environment, there WILL NOT be a significant effect in this case because all potentially significant effects (a) have been analyzed adequately in an earlier EIR pursuant to applicable standards and (b) have been avoided or mitigated pursuant to that earlier EIR, including revisions or mitigation measures that are imposed upon the proposed project. ☐

Ken Robertson
Signature

January 11, 2007
Date

Ken Robertson
Printed Name

Staff Env. Review Committee
For

Issues (and Supporting Information Sources):	Potentially Significant Impact	Potentially Significant Unless mitigation Incorporated	Less Than Significant Impact	No Impact
I. LAND USE AND PLANNING. *Would the proposal:*				
a) Conflict with general plan designation or zoning?	☐	☐	☐	☒
b) Conflict with applicable environmental plans or policies adopted by agencies with jurisdiction over the project?	☐	☐	☐	☒
c) Be incompatible with existing land use in vicinity?	☐	☐	☐	☒
d) Affect agricultural resources or operations (e.g. impacts to soils or farmlands, or impacts from incompatible land uses)?	☐	☐	☐	☒
e) Disrupt or divide the physical arrangement of an established community (including a low income or minority community)?	☐	☐	☐	☒

I-a thru e: The project site is designated General Commercial and zoned C-2 Restricted Commercial. The proposed use is a permitted use in the zone, consistent with the General Plan designation, and will be a compatible commercial use with other uses along Pier Avenue.
Sources: City of Hermosa Beach General Plan, City of Hermosa Beach Municipal Code

II. POPULATION AND HOUSING. *Would the proposal:*				
a) Cumulatively exceed official regional or local population projections?	☐	☐	☐	☒
b) Induce substantial growth in an area either directly or indirectly (e.g. through projects in an undeveloped area or extension of major infrastructures?	☐	☐	☐	☒
c) Displace existing housing, especially affordable housing?	☐	☐	☐	☒

Iia-c The project will replace an existing commercial use with a slightly larger commercial use, which will in include commercial condominium use – thereby resulting in no impact on population and housing.

Issues (and Supporting Information Sources):	Potentially Significant Impact	Potentially Significant Unless mitigation Incorporated	Less Than Significant Impact	No Impact
III. GEOLOGIC PROBLEMS. Would the proposal result in or expose people to potential impacts involving:				
a) Fault rupture?	☐	☐	☐	☒
b) Seismic ground shaking?	☐	☐	☒	☐
c) Seismic ground failure, including liquefaction?	☐	☐	☒	☐
d) Seiche, tsunami, or volcanic hazard?	☐	☐	☐	☒
e) Landslides or mudflows?	☐	☐	☐	☒
f) Erosion, changes in topography or unstable soil conditions from excavation, grading, or fill?	☐	☐	☒	☐
g) Subsidence of the land?	☐	☐	☐	☒
h) Expansive soil?	☐	☐	☒	☐
I) Unique geologic or physical features?	☐	☐	☐	☒

III-a There are no known fault lines in the City and the locations of past epicenters do not indicate the presence of fault areas in Hermosa Beach..

III-b During the life of the project it may be subject to a major earthquake, which may cause damage to the proposed residential dwellings and present a hazard to residents. Existing Building regulations such as the UBC address these seismic hazards, and City review of construction plans for compliance with all applicable regulations is considered adequate to reduce risks to less-than-significant.

III-c The site has not been surveyed for susceptibility to seismically induce hazards such as liquefaction. Geotechnical studies required as part of the development review process will address these potential hazards. It is expected that such hazards will be adequately addressed through compliance with the UBC and through implementation of the recommendations set forth in required geotechnical studies.

III-d There is no potential for either seats or volcanic activity, or a tsunami at the subject site.

III-e The project site is in a developed area which is characterized by low topographic relief. Landslides and mudflows are thus not considered to be hazards in the project area.

Issues (and Supporting Information Sources):	Potentially Significant Impact	Potentially Significant Unless mitigation Incorporated	Less Than Significant Impact	No Impact

III-f The project will involve grading, excavation, and filling which could result in erosion or unstable soil conditions. Geotechnical studies required as part of the plan review process would address the potential for erosion or unstable soil conditions and would include measures to reduce or eliminate these hazards.

III g Subsidence as well as other potential geotechnical hazards will be evaluated and addressed by geotechnical studies required as part of the plan review process. It is expected that any such hazards can be addressed through routine engineering design employed in the area.

III-h The potential for encountering expansive soils at the project site is considered to be low, as sandy soils, such as those characterizing the project area, are not considered expansive.

III-i The project site contains no unique geologic or physical features.

Sources:

City or Hermosa Beach General Plan, Seismic Safety Element
U.S. Geological Service Map, Redondo Beach Quadrangle 7.5 Minute Series (Topography)

IV.	**WATER AND WATER QUALITY.** *Would the proposal result in:*				
a)	Changes in absorption rates, drainage patterns, or the rate and amount of surface runoff?	☐	☐	☒	☐
b)	Exposure of people or property to water related hazards such as flooding?	☐	☐	☐	☒
c)	Discharge into surface waters or other alteration of surface water quality (e.g. temperature, dissolved oxygen or turbidity)?	☐	☐	☐	☒
d)	Changes in the amount of surface water in any water body?	☐	☐	☐	☒
e)	Changes in currents, or the course or direction of water movements?	☐	☐	☐	☒
f)	Storm water system discharges from areas for materials storage, vehicle or equipment fueling, vehicle or equipment maintenance (including washing), waste handling, hazardous materials handling or storage delivery or loading docks, or other outdoor work areas?	☐	☐	☐	☒
g)	A significantly harmful increase in the flow rate or volume of storm water runoff?	☐	☐	☐	☒

Issues (and Supporting Information Sources):		Potentially Significant Impact	Potentially Significant Unless mitigation Incorporated	Less Than Significant Impact	No Impact
h)	A significantly harmful increase in erosion of the project site or surrounding areas?	☐	☐	☐	☒
i)	Storm water discharges that would significantly impair the beneficial uses of receiving waters or areas that provide water quality benefits (e.g. riparian corridors, wetland, etc.)?	☐	☐	☐	☒
j.)	Harm to the biological integrity of drainage systems and water bodies?	☐	☐	☐	☒
k)	Change in the quantity of ground waters, either through direct additions or withdrawals, or through interception of an aquifer by cuts or excavations or through substantial loss of groundwater recharge capability?	☐	☐	☐	☒
l)	Altered direction or rate of flow of groundwater?	☐	☐	☐	☒
m)	Impacts to groundwater quality?	☐	☐	☐	☒
n)	Substantial reduction in the amount of groundwater otherwise available for public water supplies?	☐	☐	☐	☒

IV-a The proposed project will cover a significant portion of the subject property with impervious surfaces, as is currently the situation with the existing use and only change the pattern and negligibly change the amount of runoff. The project, however, is considered a priority project as it is a redevelopment project with over 5,000 square feet of impervious surface, and therefore a SUSMP (Standard Urban Stormwater Mitigation Plan) will be required, and minimum best management practices for sediment control and erosion control will be required during construction. These requirements will further mitigate any potential impacts on water quality.

IV-b-n There are no impacts anticipated to these items

V. AIR QUALITY. *Would the proposal:*

a)	Violate any air quality standard or contribute to an existing or projected air quality violation?	☐	☐	☐	☒
b)	Expose sensitive receptors to pollutants?	☐	☐	☐	☒
c)	Alter air movement, moisture, or temperature, or cause any chance in climate?	☐	☐	☐	☒
d)	Create objectionable odors?	☐	☐	☐	☒

Issues (and Supporting Information Sources):	Potentially Significant Impact	Potentially Significant Unless mitigation Incorporated	Less Than Significant Impact	No Impact

V-a The proposed will result in the generation of mobile source emissions from the traffic expected. Since the number of vehicle trips expected from the proposed use is less than significant, the impacts on air quality is also expected to be less than significant..

V-b No impacts anticipated

V-c No potential exists to alter air movement, moisture or temperature, or cause any change in climate.

V-d The project is not expected to result in the generation of objectionable odors.

VI. TRANSPORTATION/CIRCULATION.

Would the proposal result in:

a)	Increased vehicle trips or traffic congestion?	☐	☐	☒	☐
b)	Hazards to safety from design features (e.g. sharp curves or dangerous intersections) or incompatible uses (e.g. farm equipment)?	☐	☐	☐	☒
c)	Inadequate emergency access or access to nearby uses?	☐	☐	☐	☒
d)	Insufficient parking capacity on-site or off-site?	☐	☒	☐	☐
e)	Hazards or barriers for pedestrians or bicyclists?	☐	☐	☐	☒
f)	Conflicts with adopted policies supporting alternative transportation (e.g. bus turnouts, bicycle racks)?	☐	☐	☐	☒
g)	Rail, waterborne or air traffic impacts?	☐	☐	☐	☒

VI-a The timing, volume, and pattern of vehicle trips will be altered, but pursuant to the attached study prepared by Linscott, Law and Greenspan the proposed use will generate increase in trips that will not result in significant adverse impact on nearby streets and intersections.

VI-b No significant changes in traffic patterns are expected that would impact safety or create traffic hazards.

VI-c Emergency access would be available to the site..

VI-d Less than required parking is proposed as 19 parking spaces are provided, while based on the City parking requirements for the downtown 27 parking spaces would be required for the aggregate requirement of all the proposed uses.

Issues (and Supporting Information Sources):	Potentially Significant Impact	Potentially Significant Unless mitigation Incorporated	Less Than Significant Impact	No Impact

VI-f The proposed project would be designed to comply with any applicable policies supporting alternative transportation.

VI-g The proposed project would not effect rail, waterborne, or air traffic.

VII. BIOLOGICAL RESOURCES.

Would the proposal result in impacts to:

a)	Endangered, threatened or rare species or their habitats (including but not limited to plants, fish, insects, animals, and birds)?	☐	☐	☐	☒
b)	Locally designated species (e.g. heritage trees) ?	☐	☐	☐	☒
c)	Locally designed natural communities (e.g. oak forest, coastal habitat, etc.)?	☐	☐	☐	☒
d)	Wetland habitat (e.g. marsh, riparian and vernal pool)?	☐	☐	☐	☒
e)	Wildlife dispersal or migration corridors?	☐	☐	☐	☒

VII-a-e *The project site is located in an urban setting, and contains negligible vegetation or habitats for any flora or fauna, and the proposed project would not cause any adverse impacts to biological resources.*

VIII. ENERGY AND MINERAL RESOURCES.

Would the proposal:

a)	Conflict with adopted energy conservation plans?	☐	☐	☐	☒
b)	Use non-renewable resources in a wasteful an inefficient manner?	☐	☐	☐	☒
c)	Results in the loss of availability of a known mineral resource that would be of future value to the and the residents of the state?	☐	☐	☐	☒

VIII-a The proposed project would be required to be constructed to comply with energy conservation standards in the State's Uniform Building Code.

VIII-b The size of the project and the nature of the use will involve significant or wasteful use of non-renewable resources. Application of the existing regulations are considered adequate to ensure that non-renewable resources would not be used in an inefficient or wasteful manner.

Issues (and Supporting Information Sources):	Potentially Significant Impact	Potentially Significant Unless mitigation Incorporated	Less Than Significant Impact	No Impact

VIII-c There have been no significant amount of mineral deposits identified at this site, or in the City of Hermosa Beach. Should there be potential for encountering sub-surface oil deposits, development of the site with residential uses would not preclude or significantly effect future exploitation of these resources if it was desired.

Source: City of Hermosa Beach General Plan, Conservation Element

IX. HAZARDS. *Would the proposal involve:*

a)	A risk of accidental explosion or release of hazardous substances (including, but not limited to: oil, pesticides, chemicals or radiation)?	☐	☐	☐	☒
b)	Possible interference with an emergency response plan or emergency evacuation plan?	☐	☐	☐	☒
c)	The creation of any health hazard or potential health hazard?	☐	☐	☐	☒
d)	Exposure of people to existing sources of potential health hazards?	☐	☐	☐	☒
e)	Increased fire hazard in areas with flammable brush, grass, or trees?	☐	☐	☐	☒

IX-a Construction of the project may involve the use of diesel oil, and pesticides on landscaping. The use of these substances is typical of most construction projects and the risk of accidental explosion or release is considered negligible.

IX-b The size and location of the project would not interfere with City-wide emergency response and evacuation plans..

IX-c No anticipated impact.

IX-d The is no anticipated exposure to existing health hazards other than noted above..

IX-e The area is not characterized by existing flammable brush, grass, or trees, and the project would be constructed in compliance with fire safety standards.

X. NOISE. *Would the proposal result in:*

a)	Increases in existing noise levels?	☐	☐	☒	☐
b)	Exposure of people to severe noise levels?	☐	☐	☐	☒

Issues (and Supporting Information Sources):	Potentially Significant Impact	Potentially Significant Unless mitigation Incorporated	Less Than Significant Impact	No Impact

X-a The proposed project is expected only to negligibly affect the pattern and volume of existing noise levels. Construction noise will temporarily impact noise levels, typical for a project of this size and scale which is not considered significant.

X-b No impact anticipated.

XI. PUBLIC SERVICES. *Would* the *proposal* have *an effect* upon, or result in a need for *new or altered government* services in any of the following *areas:*

a)	Fire protection?	☐	☐	☒	☐
b)	Police protection?	☐	☐	☒	☐
c)	Schools?	☐	☐	☒	☐
d)	Maintenance of public facilities, including roads?	☐	☐	☒	☐
e)	Other governmental services?	☐	☐	☒	☐

XI-a-e The increase in commercial floor area will marginally change the need for all these services. This is considered to be less than significant, as most of these services are already necessary for the operation of the commercial business in the area, and the marginal changes, should be accommodated by existing resources and facilities that area already available in this highly urbanized area. These impacts are also partially mitigated by various City required fees imposed on new construction, and the taxes that will be generated from this project, which contribute towards the continued provision of these services.

XII. UTILITIES AND SERVICE SYSTEMS. *Would the proposal result in a need for new systems or supplies, substantial alterations to the following utilities:*

a)	Power or natural gas?	☐	☐	☒	☐
b)	Communications systems?	☐	☐	☒	☐
c)	Local or regional water treatment or distribution facilities	☐	☐	☒	☐
d)	Sewer or septic tanks?	☐	☐	☒	☐
e)	Storm water drainage?	☐	☐	☒	☐
f)	Solid waste disposal?	☐	☐	☒	☐

Issues (and Supporting Information Sources):	Potentially Significant Impact	Potentially Significant Unless mitigation Incorporated	Less Than Significant Impact	No Impact
g) Local or regional water supplies?	☐	☐	☒	☐

XII-a-g The increase in commercial square footage will marginally change the total demand and the pattern of demand of all these utilities and service systems. This is considered to be less than significant, as these utilities and service systems are already necessary for the operation of the commercial business in the surrounding area, and the marginal changes, such as need for more phone lines, possible increases in sewer use and solid waste generation should be accommodated by existing utility and service systems that are already available in this highly urbanized area. These impacts are also partially mitigated by various City required fees imposed on new construction, and the taxes that will be generated from this project which contribute towards maintenance and upgrading of these systems-.

XIII. AESTHETICS. *Would the proposal:*

a)	Affect a scenic vista or scenic highway?	☐	☐	☒	☐
b)	Have a demonstrable negative aesthetic effect?	☐	☐	☐	☒
c)	Create light or glare?	☐	☐	☒	☐

XIII-a. The development will be a higher profile building than the existing one-story buildings, which may impact some scenic views of the ocean enjoyed by nearby residents, and the general public from properties located generally to the east. The building is proposed to comply with the30-foot height limit, as allowed by the Municipal Code and General Plan, and consistent with or lower than buildings already constructed in the vicinity of the site. Therefore, the impact will be less than significant.

XIII-b: The project is not anticipated to have any negative aesthetic impact, and to the contrary will likely have a positive aesthetic effect.

XIII-c The development may introduce new sources of light in the area, and change the pattern of lighting. This is not expected to be significant.

XIV. CULTURAL RESOURCES. *Would the proposal:*

a)	Disturb paleontological resources?	☐	☐	☐	☒
b)	Disturb archaeological resources?	☐	☐	☐	☒
c)	Affect historical resources?	☐	☐	☐	☒
d)	Have the potential to cause a physical change which would affect unique ethnic cultural values?	☐	☐	☐	☒

Issues (and Supporting Information Sources):		Potentially Significant Impact	Potentially Significant Unless mitigation Incorporated	Less Than Significant Impact	No Impact
e)	Restrict existing religious or sacred uses within the potential impact area?	☐	☐	☐	☒

XIV-a-e there are no known cultural resources associate with this project site.

XV. RECREATION. *Would the proposal:*

a)	Increase the demand for neighborhood or regional parks or other recreational facilities?	☐	☐	☐	☒
b)	Affect existing recreational opportunities?	☐	☐	☐	☒

XV-a No increased demand anticipated given the proposed commercial use.

XV-b The proposed project will not impact any existing recreational opportunities.

XVI. MANDATORY FINDINGS OF SIGNIFICANCE.

a)	Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	☐	☐	☐	☒
b)	Does the project have the potential to achieve short-term, to the disadvantage of long-term, environmental goals?	☐	☐	☐	☒
c)	Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)	☐	☐	☐	☒

Issues (and Supporting Information Sources):	Potentially Significant Impact	Potentially Significant Unless mitigation Incorporated	Less Than Significant Impact	No Impact
d) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	☐	☐	☐	☒

XVII. SUPPORTING INFORMATION SOURCES.

a) **Supporting Information Sources**. (The following are sources used and referred to in the initial study, and are incorporated herein by reference. All are available for review in the Community Development Department, Planning Division of the City of Hermosa Beach)

1. General Plan for the City of Hermosa Beach (Land Use Element revised 1994)

2. City of Hermosa Beach Municipal Code

3. Preliminary project plans and traffic/parking analysis submitted by the applicant prepared by Linscott, Law and Greenspan, dated December 22, 2006

XVIII. Proposed Mitigation Measures:

To compensate for providing less parking than required for the proposed square footage, parking in-lieu fees shall be provided to compensate for the deficiency of required parking.

Parking shall be provided for customers and employees free of charge and on a first come first serve basis (i.e. no assigned parking) to maximize the efficient use of the parking structure.

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HARTZOG & CRABILL, Inc.

Trammell Hartzog, President
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January 31, 2007

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COMMUNITY DEV. DEPT.

Mr. Ken Robertson, AICP
Senior Planner
City of Hermosa Beach
Community Development Department
1315 Valley Drive
Hermosa Beach, California 90254-3885

SUBJECT: Comments to Traffic Impact Analysis- Seaside Office Condominiums

Dear Mr. Robertson,

As requested Hartzog & Crabill Inc., (HCI), has completed our review of the above referenced traffic impact analysis. My comments are summarized as follows:

- The project is described as an Office Condominium development consisting of twenty-one for-sale units comprising 20,039 square feet (sf) of building floor area.
- The analysis estimated traffic generation, trips distribution and assignment. The approach taken is consistent with established standards and is appropriate.
- The analysis included a parking evaluation.
- A total of seven (7) intersections were studied based upon engineering judgment and consultation with City staff. The selected intersections for study are appropriate.
- The study is consistent with the 2004 Congestion Management Program for Los Angeles County.
- The study included traffic impacts associated with seven (7) planned and/or approved (cumulative projects) based upon discussions with City staff.
- The study concluded that all intersections studied will continue to operate at acceptable Levels of Service (LOS) during both the AM and PM peak hours with the addition of project traffic and consequently no project specific mitigation measures are required. The findings and computation methodologies are correct.
- The site plan should include additional information relative to basement parking, specifically parking

stall and aisle widths, ramp slopes, and vertical clearances. This information may exist, however the scale of the site plan is such that this information, if provided is illegible.

- Pier Avenue (page 6) is described as being south of the project site. It is north of the site and this statement shall be revised.
- The parking analysis concluded that a total of 27 on-site parking spaces are required per the City Municipal Code. A total of 19 on-site parking spaces are proposed. According to the study, the deficiency of 8 parking spaces may be mitigated via the contribution of parking in-lieu fees.

End of Comments.

We appreciate the opportunity to prepare these comments for your review. Should you have any questions or desire additional information, please contact our office at (714) 731-9455.

Sincerely,
HARTZOG & CRABILL, INC.

Gerald Stock, P.E.
Vice President
City & Traffic Engineering Services

Hermosa Beach - Seaside Project

GS/prh

LINSCOTT LAW & GREENSPAN engineers

TRAFFIC IMPACT ANALYSIS

SEASIDE OFFICE CONDOMINIUMS

Hermosa Beach, California
December 22, 2006

Prepared for:

TOMARO ARCHITECTURE, INC.
1001 6th Street, Suite 100
Manhattan Beach, CA 90266

And

HERMOSA SEASIDE DEVELOPMENT CORP.
P.O. Box 1002
Palos Verdes Estates, CA 90274

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DEC 26 2006
COMMUNITY DEV. DEPT.

LLG Ref. 2-06-2850-1

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San Diego
Las Vegas

December 22, 2006

Mr. Louie Tomaro
Tomaro Architecture, Inc.
1001 6th Street, Suite 100
Manhattan Beach, CA 90266

LLG Reference: 2.06.2850.1

Subject: **Traffic Impact Analysis for Seaside Office Condominiums**
Hermosa Beach, California

Dear Mr. Tomaro:

Linscott, Law & Greenspan, Engineers (LLG) is pleased to submit this Traffic Impact Analysis for the Seaside Office Condominium project. The project site is a rectangular-shaped parcel of land located at 906/910 Hermosa Avenue in the City of Hermosa Beach, California. The project applicant, Hermosa Seaside Development Corp, proposes to develop an office condominium building with two-levels of office space and two levels of parking.

This traffic impact analysis presents an inventory of existing characteristics and traffic volumes at seven (7) key study intersections within the vicinity of the project, forecasts vehicular traffic generated by the proposed project, and evaluates potential project-related traffic impacts on the surrounding street system. A parking evaluation was also prepared to assess the parking requirements of the project.

We appreciate the opportunity to prepare this study. A summary of findings and conclusions can be found on pages 26 and 27 of this report. Should you have any questions or comments regarding the findings and recommendations within this report, please contact our office at (714) 641-1587.

Very truly yours,
LINSCOTT, LAW & GREENSPAN, ENGINEERS

Richard E. Barretto, P.E.
Principal

Zawwar Saiyed
Transportation Engineer II

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TRAFFIC IMPACT ANALYSIS

SEASIDE OFFICE CONDOMINIUMS

Hermosa Beach, California
December 21, 2006

1.0 INTRODUCTION

This traffic impact study addresses the potential traffic impacts and parking requirements associated with the Seaside Office Condominium project City of Hermosa Beach, California. The project applicant, Hermosa Seaside Development Corp, proposes to develop an office condominium building with two-levels of office space and two levels of parking. The project site is a rectangular-shaped parcel of land located at 906/910 Hermosa Avenue.

This report documents the findings and recommendations of a traffic impact analysis, as well as a parking analysis, conducted by Linscott, Law & Greenspan, Engineers (LLG) to determine the potential impacts associated with the Seaside Office Condominium project. The traffic analysis evaluates the existing operating conditions at seven (7) key study intersections within the project vicinity, estimates the trip generation potential of the proposed project, and forecasts future operating conditions without and with the proposed project. Where necessary, intersection improvements/mitigation measures are identified.

This traffic report satisfies the traffic impact requirements of the City of Hermosa Beach and is consistent with the *2004 Congestion Management Program (CMP) for Los Angeles County.* The Scope of Work for this traffic study was developed in consideration of the City's requirements. The project site has been visited and an inventory of adjacent area roadways and intersections was performed. Existing peak hour traffic information has been collected at seven (7) key study locations on a "typical" weekday for use in the preparation of intersection level of service calculations. Information concerning cumulative projects (planned and/or approved) in the vicinity of the proposed project has been researched at the City of Hermosa Beach. Based on our research, there are seven (7) related projects in the City of Hermosa Beach. These seven (7) planned and/or approved related projects were considered in the cumulative traffic analysis for this project.

This traffic report analyzes existing and future weekday AM peak hour and PM peak hour traffic conditions for a near-term (Year 2008) traffic setting upon completion of the proposed Seaside Office Condominium project. Peak hour traffic forecasts for the Year 2008 horizon year have been projected by increasing existing traffic volumes by an annual growth rate of one percent (1.0%) per year and adding traffic volumes generated by seven (7) related projects.

The parking study evaluates the future parking demand of the project and the availability of parking after completion of the proposed project. The parking analysis is based on the City of Hermosa Beach Off-street Parking Code.

1.1 Study Area

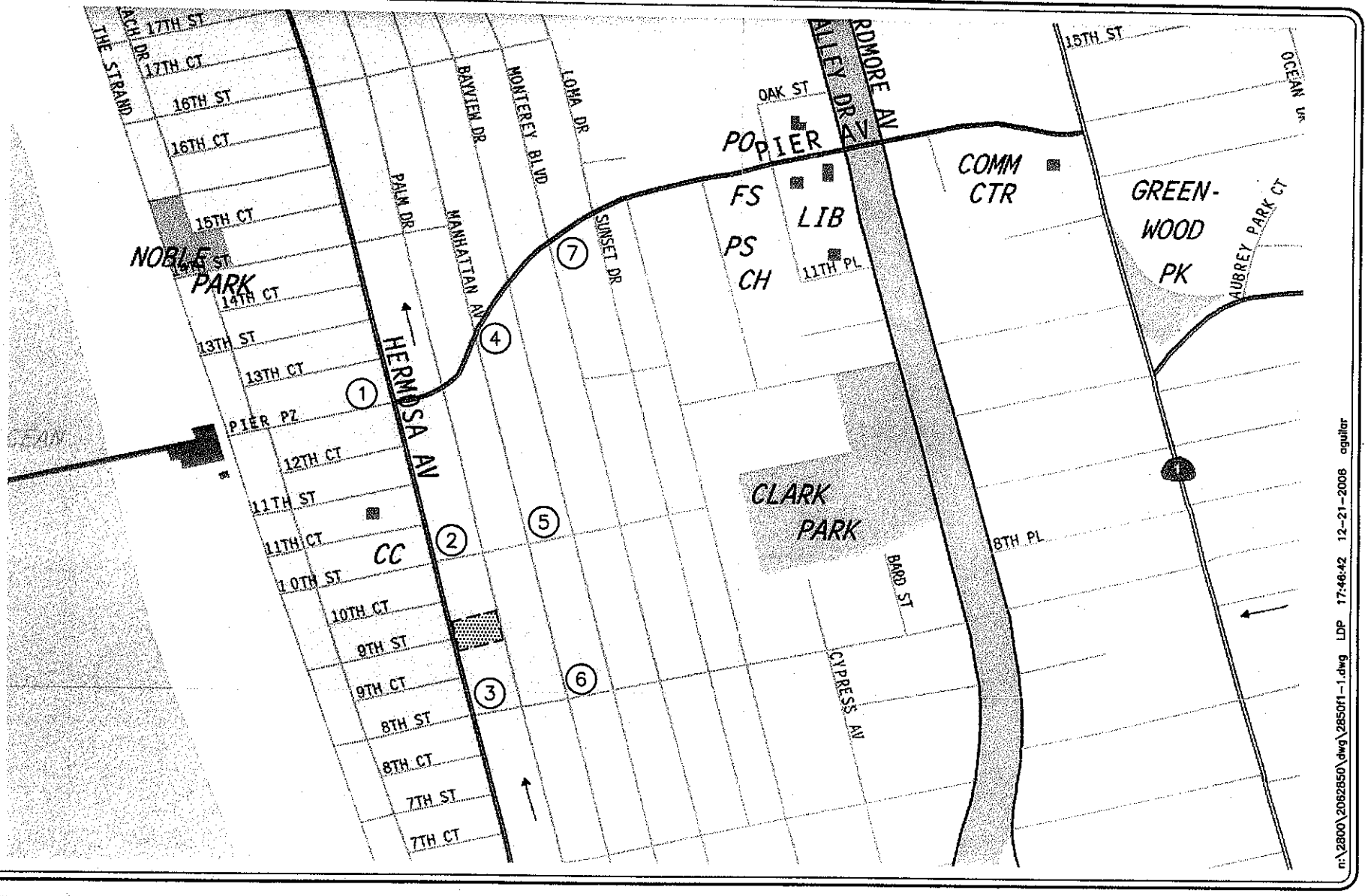
The seven (7) intersections listed below provide local access to the study area and define the extent of the boundaries for this traffic impact investigation.

1. Hermosa Avenue at Pier Avenue
2. Hermosa Avenue at 10th Street
3. Hermosa Avenue at 8th Street
4. Manhattan Avenue at Pier Avenue
5. Manhattan Avenue at 10th Street
6. Manhattan Avenue at 8th Street
7. Monterey Boulevard at Pier Avenue

Figure 1-1 presents a Vicinity Map, which illustrates the general location of the project and depicts the study locations and surrounding street system. The Volume-Capacity (V/C) and Level of Service (LOS) investigations at these key locations were used to evaluate the potential traffic-related impacts associated with area growth, cumulative projects and the proposed Seaside Office Condominium project. When necessary, this report recommends intersection improvements that may be required to accommodate future traffic volumes and restore/maintain an acceptable Level of Service, and/or mitigates the impact of the project.

Included in this traffic and parking analysis are:

- Existing traffic counts,
- Estimated project traffic generation/distribution/assignment,
- Estimated cumulative project traffic generation/distribution/assignment,
- AM and PM peak hour capacity analyses for existing conditions (Year 2006)
- AM and PM peak hour capacity analyses for future (Year 2008) conditions without and with project traffic,
- Project-Specific Improvements,
- Congestion Management Program Compliance Assessment, and
- Parking Analysis Evaluation.



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LINSCOTT LAW & GREENSPAN engineers

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SOURCE: THOMAS BROS.

KEY

(7) = STUDY INTERSECTION

= PROJECT SITE

FIGURE 1-1

VICINITY MAP

SEASIDE OFFICE CONDOMINIUMS, HERMOSA BEACH

2.0 PROJECT DESCRIPTION

The project site is a rectangular-shaped parcel of land located at 906/910 Hermosa Avenue in the City of Hermosa Beach, California. The subject property is located between Hermosa Avenue and Palm Drive, adjacent 9th Street. Residential uses are located directly to the west. The existing site is currently occupied by one building. This building will be demolished to accommodate the proposed project.

The proposed project will include twenty-one (21) for-sale office condominium units. As presented in ***Table 2-1***, the proposed Seaside Office Condominium project will contain a total of 20,039 square feet of building floor area, including 8,927 square feet of office space, 4,164 SF of common area, and 6,948 SF for a 19-space two-level parking structure (9 spaces will be provided on the basement level and 10 spaces will be provided on the first floor. Based on discussions between the project applicant and City staff, the office lobby space, including lobby/corridor, locker room, storage and stairwell space has been excluded for purposes of determining the parking requirements and demand. ***Figure 2-1*** presents the proposed site plan for the Seaside Office Condominium project, prepared by Tomaro Architecture Incorporated.

The target market for the office condominium units will be local residents who operate businesses within the Hermosa Beach area and/or work out of their homes. It is anticipated that the office condominium units will be marketed to professional and business tenants (sole proprietors and entrepreneurs) who are receptive to the benefits of owning versus leasing office space. It is expected that the local resident business professional will welcome the opportunity to buy property in the Hermosa Beach Downtown district without the expense of purchasing land, while benefiting from significant tax advantages, building equity, property appreciation, etc., as well as being located in a prime Downtown business location near Pier Avenue and Hermosa Avenue. The project's location and design will allow local resident owners the opportunity to walk, bicycle and run to/from the office.

2.1 Site Access

Vehicular access to the proposed Seaside Office Condominium project will be provided via driveways located along Hermosa Avenue as well as Palm Drive, a one-way alley that borders the project site on the east. The driveway on Hermosa Avenue provides access to the first level parking garage that consists of 10 parking spaces, while the driveway on Palm Drive provides access to the basement, which consists of 9 parking spaces. The driveway on Hermosa Avenue provides full access (i.e., left-turn and right-turn ingress and egress vehicular turning movements), while the driveway on Palm Drive only provides left-in and left-out access for inbound and outbound vehicles

TABLE 2-1

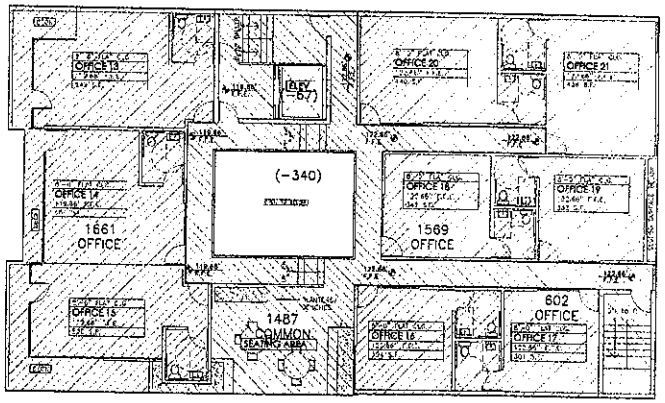
PROJECT DEVELOPMENT SUMMARY[1]

Land Use / Project Description	Development Totals
906 / 910 Hermosa Avenue	
▪ Office Areas	8,927 SF
▪ Common Areas	4,164 SF
Office Area Subtotal	13,091 SF
▪ Parking Areas	
▪ Basement Floor (10 spaces)	2,959 SF
▪ First Floor (9 spaces)	3,989 SF
Parking Area Subtotal	6,948 SF
Totals Development Potential	**20,039 SF** **19 parking spaces**

Notes:

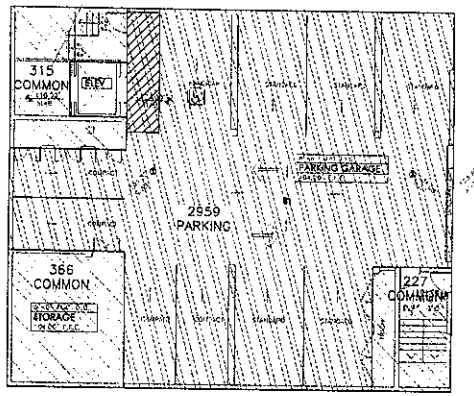
- SF = square foot of development

[1] Source: Tomaro Architecture Incorporated

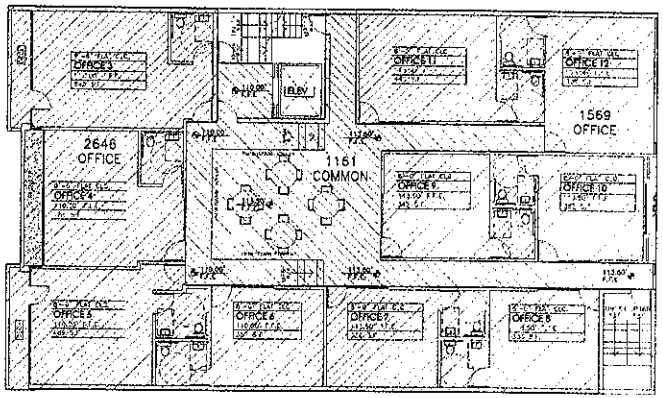


THIRD FLOOR PLAN
SCALE: 1/8"=1'-0"

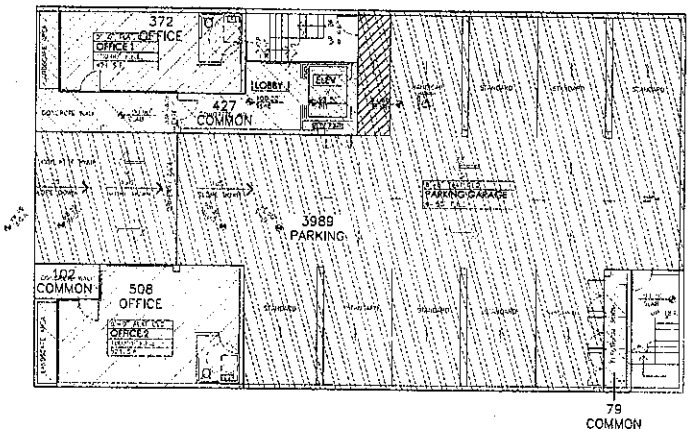
OFFICE AREAS:	1661
	1569
	602
	2646
	1569
	372
	508
TOTAL OFFICE:	8927
COMMON AREAS:	1487
	1161
	315
	366
	227
	102
	427
	79
TOTAL OFFICE:	4164
PARKING AREAS:	2959
	3989
TOTAL OFFICE:	6948



FIRST FLOOR PLAN
SCALE: 1/8"=1'-0"



SECOND FLOOR PLAN
SCALE: 1/8"=1'-0"



BASEMENT PLAN
SCALE: 1/8"=1'-0"

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SOURCE: TOMARO ARCHITECTURE INCORPORATED

LINSCOTT LAW & GREENSPAN engineers

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FIGURE 2-1

PROPOSED SITE PLAN

SEASIDE OFFICE CONDOMINIUMS, HERMOSA BEACH

3.0 EXISTING CONDITIONS

3.1 Existing Street System

The local network of streets serving the Seaside Office Condominium project includes Hermosa Avenue, Palm Drive, Manhattan Avenue, Monterey Boulevard, Pier Avenue, 10th Street and 8th Street. The following discussion provides a brief synopsis of these key area streets. The descriptions are based on an inventory of existing roadway conditions.

Hermosa Avenue is a north-south oriented roadway that borders the project site to the east. Hermosa Avenue provides primary north-south circulation through the Downtown Hermosa Beach area. Two through travel lanes are provided in each direction along the roadway within the project study area. Hermosa Avenue borders the project site to the west. The Hermosa Avenue/Pier Avenue intersection is currently traffic signal controlled, with separate left-turn phasing provided for the southbound left-turn movement. Three-hour metered parking on Hermosa Avenue is generally allowed on both sides of the roadway and is enforced seven days a week from 10:00 AM to 10:00 PM. Hermosa Avenue is posted for a 25 miles per hour speed limit near the project site.

Palm Drive is generally a one-way (alley) roadway with traffic flowing in the northbound direction and is oriented in the north-south direction. Palm Drive borders the project site to the east. On-street parking is not permitted along this roadway in the vicinity of the project.

Manhattan Avenue is a north-south oriented roadway that is located one block east of the project site. Manhattan Avenue provides local north-south traffic access in the vicinity of the project site. One through travel lane is provided in each direction along the roadway within the project study area. The Manhattan Avenue/Pier Avenue intersection is currently stop sign controlled, with the stop signs facing the Manhattan Avenue approaches. Through north-south vehicle travel movements on Manhattan Avenue at Pier Avenue are precluded based on the design and configuration of the intersection. South of Pier Avenue, one-hour parking from 10:00 AM to 10:00 PM is generally allowed along both sides of Manhattan Avenue near the project site. Between Pier Avenue and 14th Street, three-hour metered parking on Manhattan Avenue is generally allowed on both sides of the roadway and is enforced seven days a week from 10:00 AM to 10:00 PM. North of 14th Street, one-hour parking from 10:00 AM to 10:00 PM is generally allowed along both sides of Manhattan Avenue. Manhattan Avenue is posted for a 25 miles per hour speed limit within the project study area.

Monterey Boulevard a north-south oriented roadway that is located east of the project site. Monterey Boulevard provides local north-south traffic access in the vicinity of the project site. One through travel lane is provided in each direction along the roadway within the project study area. The Monterey Boulevard/Pier Avenue intersection is currently all-way stop sign controlled. One-hour parking from 10:00 AM to 10:00 PM is generally allowed along both sides of Monterey Boulevard in the project study area. Monterey Boulevard is posted for a 25 miles per hour speed limit within the project study area.

Pier Avenue is an east-west oriented roadway that is located south of the project site. Pier Avenue provides primary east-west circulation through the Downtown Hermosa Beach area, extending between Hermosa Avenue to the west to Pacific Coast Highway to the east. Two through travel lanes have been typically provided in each direction along the roadway within the project study area. Three hour metered parking on Pier Avenue is generally allowed on both sides of the roadway and is enforced seven days a week from 10:00 AM to 10:00 PM. Pier Avenue is posted for a 25 miles per hour speed limit near the project site.

10th Street is generally a two-lane, undivided roadway oriented in the east-west direction. On-street parking is permitted along the majority of this roadway in the vicinity of the project. The posted speed limit on 10th Street is 25 mph.

8th Street is generally a two-lane, undivided roadway oriented in the east-west direction. On-street parking is permitted along the majority of this roadway in the vicinity of the project. The posted speed limit on 8th Street is 25 mph.

Typically two through travel lanes have been provided in each direction on Pier Avenue within the project study area. However, the City of Hermosa Beach has commenced the Pier Avenue Pilot Striping Project on a trial basis. In June, 2006, Pier Avenue was re-striped from two through travel lanes in each direction to one through travel lane in each direction with a center turning lane from Bard Street to Hermosa Avenue. Stop signs were also added at Bart Street to facilitate the westbound transition from two lanes to one lane. These changes were made on a trial basis in advance of beginning design to reconstruct Pier Avenue from Pacific Coast Highway to Hermosa Avenue. The City of Hermosa Beach has set aside Proposition C Funding to reconstruct the roadway in Fiscal Year 2006-2007, including sidewalks, curb and roadway.[2]

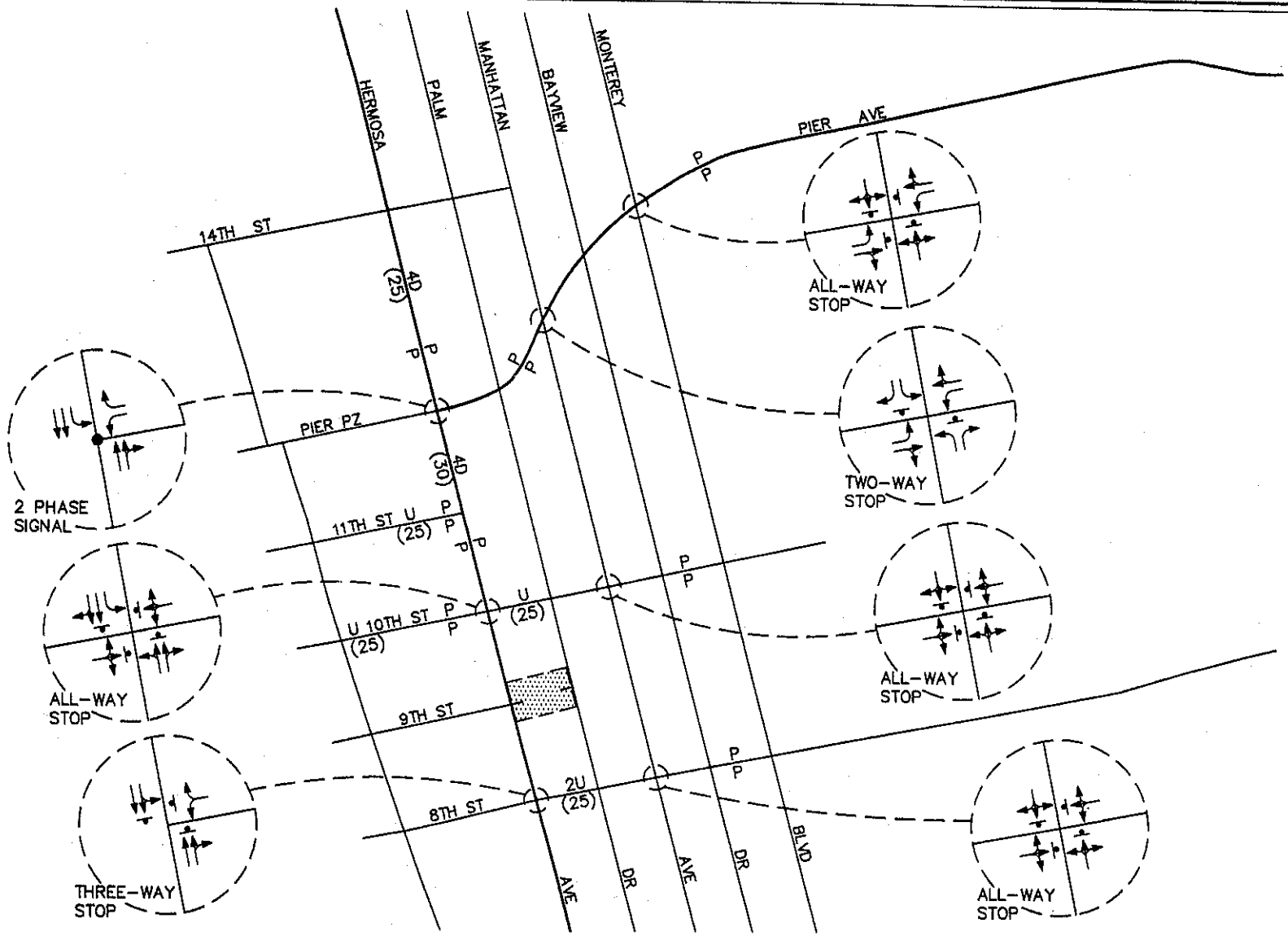
Figure 3-1 presents an inventory of the existing roadway conditions for the arterials and intersections evaluated in this report. This figure identifies the number of travel lanes for key arterials, as well as intersection configurations and controls for the key area study intersections.

3.2 Existing Traffic Volumes

Seven (7) intersections have been identified as the locations at which to evaluate existing and future traffic operating conditions. Some portion of potential project-related traffic will pass through each of these intersections, and their analysis will reveal the expected relative impacts of the project. Existing AM and PM peak hour traffic volumes for the seven (7) key study intersections evaluated in this report were obtained from manual morning and evening peak hour turning movement counts conducted by City Traffic Counters and Transportation Studies Inc. in both August and December 2006.

Figures 3-2 and ***3-3*** illustrate the existing AM and PM peak hour traffic volumes at the seven (7) key study intersections evaluated in this report, respectively. ***Appendix A*** contains the detailed peak hour count sheets for the key intersections evaluated in this report.

[2] Source: City of Hermosa Beach website, http://www.hermosabch.org/; and field inventories of Pier Avenue.



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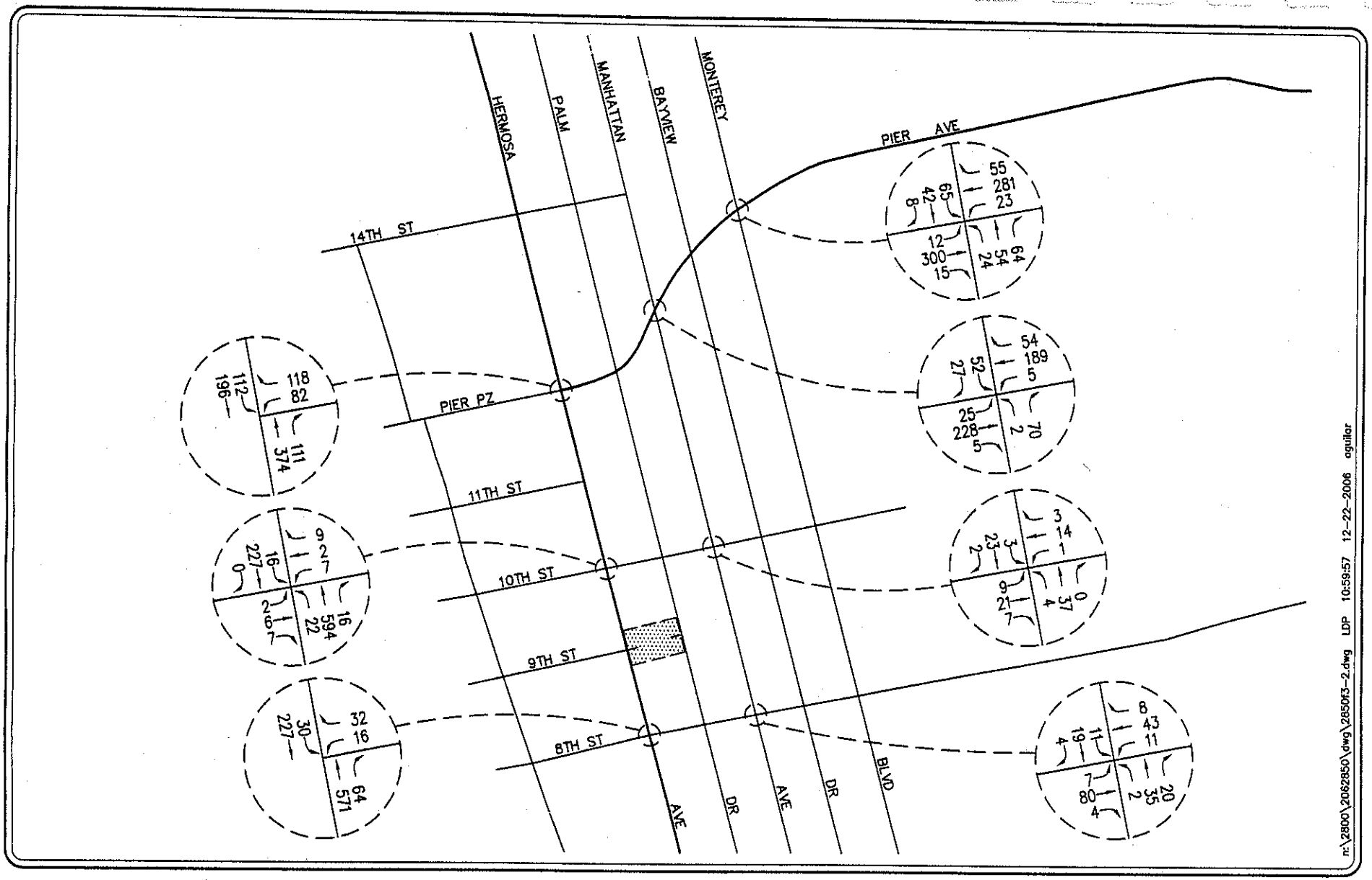
KEY

← = APPROACH LANE ASSIGNMENT
● = TRAFFIC SIGNAL, ▼ STOP SIGN
P = PARKING, NP = NO PARKING
U = UNDIVIDED, D = DIVIDED
2 = NUMBER OF TRAVEL LANES
(XX)= POSTED SPEED LIMIT (MPH)
▒ = PROJECT SITE

FIGURE 3-1

EXISTING ROADWAY CONDITIONS AND INTERSECTION CONTROLS

SEASIDE OFFICE CONDOMINIUMS, HERMOSA BEACH



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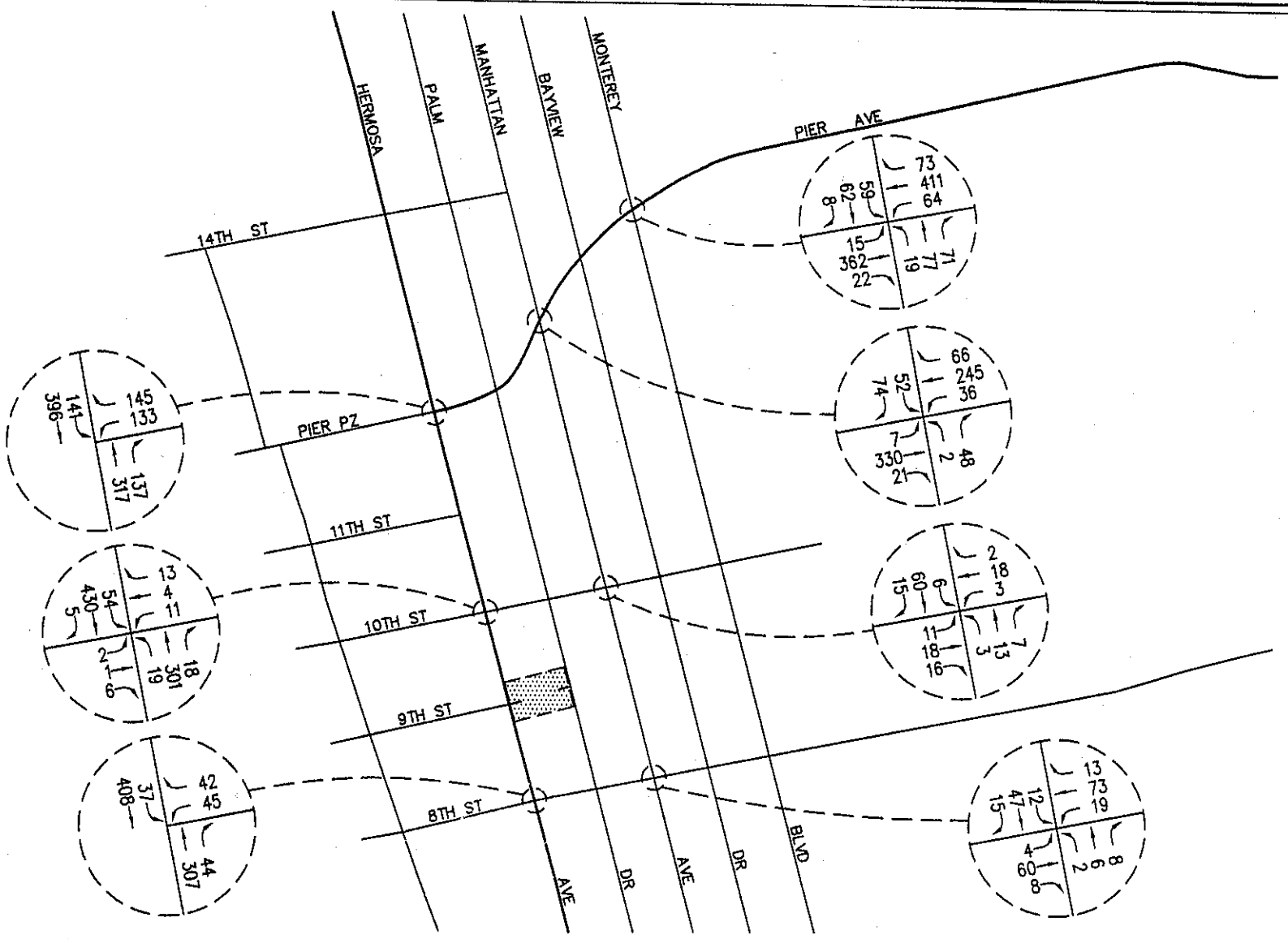
KEY

= PROJECT SITE

FIGURE 3-2

EXISTING AM PEAK HOUR TRAFFIC VOLUMES

SEASIDE OFFICE CONDOMINIUMS, HERMOSA BEACH



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KEY

= PROJECT SITE

FIGURE 3-3

EXISTING PM PEAK HOUR TRAFFIC VOLUMES

SEASIDE OFFICE CONDOMINIUMS, HERMOSA BEACH

3.3 Existing Intersection Conditions

Existing AM and PM peak hour operating conditions for the seven (7) key study intersections were evaluated using the *Intersection Capacity Utilization* (ICU) methodology for signalized intersections and the methodology outlined in Chapter 17 of the *Highway Capacity Manual 2000* (HCM2000) for unsignalized intersections.

3.3.1 *Intersection Capacity Utilization (ICU) Method of Analysis*

In conformance with the City of Hermosa Beach and LA County CMP requirements, existing AM and PM peak hour operating conditions for the key signalized study intersections were evaluated using the Intersection Capacity Utilization (ICU) method. The ICU technique is intended for signalized intersection analysis and estimates the volume to capacity (V/C) relationship for an intersection based on the individual V/C ratios for key conflicting traffic movements. The ICU numerical value represents the percent signal (green) time, and thus capacity, required by existing and/or future traffic. It should be noted that the ICU methodology assumes uniform traffic distribution per intersection approach lane and optimal signal timing. Per LA County CMP requirements, the ICU calculations use a lane capacity of 1,600 vehicles per hour (vph) for left-turn, through, and right-turn lanes, and dual left turn capacity of 2,880 vph. A clearance adjustment factor of 0.10 was added to each Level of Service calculation.

The ICU value translates to a Level of Service (LOS) estimate, which is a relative measure of the intersection performance. The six qualitative categories of Level of Service have been defined along with the corresponding ICU value range and are shown in ***Table 3-1***. The ICU value is the sum of the critical volume to capacity ratios at an intersection; it is not intended to be indicative of the LOS of each of the individual turning movements. According to City of Hermosa Beach criteria, LOS D (ICU = 0.801 – 0.900) is the minimum acceptable condition that should be maintained during the morning and evening peak commute hours.

3.3.2 *Highway Capacity Manual (HCM) Method of Analysis (Unsignalized Intersections)*

The 2000 HCM unsignalized methodology for stop-controlled intersections was utilized for the analysis of the unsignalized intersections. This methodology estimates the average control delay for each of the subject movements and determines the level of service for each movement. The overall average control delay measured in seconds per vehicle, and level of service is then calculated for the entire intersection. The HCM control delay value translates to a Level of Service (LOS) estimate, which is a relative measure of the intersection performance. The six qualitative categories of Level of Service have been defined along with the corresponding HCM control delay value range, as shown in ***Table 3-2***.

3.4 Existing Level of Service Results

Table 3-3 summarizes the existing peak hour service level calculations for the seven (7) key study intersections based on existing traffic volumes and current street geometry. Review of *Table 3-3* indicates that all seven key study intersections currently operate at acceptable LOS D or better during the AM and PM peak hours. ***Appendix B*** presents the ICU/LOS and HCM/LOS calculations for the seven (7) key study intersections for the AM peak hour and PM peak hour.

TABLE 3-1
LEVEL OF SERVICE CRITERIA FOR SIGNALIZED INTERSECTIONS

Level of Service (LOS)	Intersection Capacity Utilization Value (V/C)	Level of Service Description
A	≤ 0.600	EXCELLENT. No vehicle waits longer than one red light, and no approach phase is fully used.
B	0.601 – 0.700	VERY GOOD. An occasional approach phase is fully utilized; many drivers begin to feel somewhat restricted within groups of vehicles.
C	0.701 – 0.800	GOOD. Occasionally drivers may have to wait through more than one red light; backups may develop behind turning vehicles.
D	0.801 – 0.900	FAIR. Delays may be substantial during portions of the rush hours, but enough lower volume periods occur to permit clearing of developing lines, preventing excessive backups.
E	0.901 – 1.000	POOR. Represents the most vehicles intersection approaches can accommodate; may be long lines of waiting vehicles through several signal cycles.
F	> 1.000	FAILURE. Backups from nearby locations or on cross streets may restrict or prevent movement of vehicles out of the intersection approaches. Potentially very long delays with continuously increasing queue lengths.

TABLE 3-2

LEVEL OF SERVICE CRITERIA FOR UNSIGNALIZED INTERSECTIONS[3]

Level of Service (LOS)	Highway Capacity Manual Delay Value (sec/veh)	Level of Service Description
A	≤ 10.0	Little or no delay
B	> 10.0 and ≤ 15.0	Short traffic delays
C	> 15.0 and ≤ 25.0	Average traffic delays
D	> 25.0 and ≤ 35.0	Long traffic delays
E	> 35.0 and ≤ 50.0	Very long traffic delays
F	> 50.0	Severe congestion

[3] Source: *Highway Capacity Manual 2000*, Chapter 17 (Unsignalized Intersections).

TABLE 3-3
EXISTING PEAK HOUR LEVELS OF SERVICE[4]

Key Intersections	Time Period	Control Type	ICU / Delay	LOS
1. Hermosa Avenue at Pier Avenue	AM	2∅ Traffic Signal	0.373	A
	PM		0.413	A
2. Hermosa Avenue at 10th Street	AM	All – Way Stop	10.3 s/v	B
	PM		9.3 s/v	A
3. Hermosa Avenue at 8th Street	AM	3 – Way Stop	10.4 s/v	B
	PM		9.8 s/v	A
4. Manhattan Avenue at Pier Avenue	AM	2 – Way Stop	3.0 s/v	A
	PM		3.0 s/v	A
5. Manhattan Avenue at 10th Street	AM	All – Way Stop	7.2 s/v	A
	PM		7.3 s/v	A
6. Manhattan Avenue at 8th Street	AM	All – Way Stop	7.5 s/v	A
	PM		7.6 s/v	A
7. Monterey Boulevard at Pier Avenue	AM	All – Way Stop	12.6 s/v	B
	PM		20.3 s/v	C

Note:
- **Bold ICU/LOS values and HCM/LOS values** indicate adverse service levels based on City LOS Standards.
- s/v = seconds per vehicle

[4] *Appendix B* contains level of service calculation sheets for key study intersections.

4.0 TRAFFIC FORECASTING METHODOLOGY

In order to estimate the traffic impact characteristics of the Seaside Office Condominium project, a multi-step process has been utilized. The first step is trip generation, which estimates the total arriving and departing traffic on a peak hour and daily basis. The traffic generation potential is forecast by applying the appropriate vehicle trip generation equations or rates to the project development tabulation.

The second step of the forecasting process is trip distribution, which identifies the origins and destinations of inbound and outbound project traffic. These origins and destinations are typically based on demographics and existing/anticipated travel patterns in the study area.

The third step is traffic assignment, which involves the allocation of project traffic to study area streets and intersections. Traffic assignment is typically based on minimization of travel time, which may or may not involve the shortest route, depending on prevailing operating conditions and travel speeds. Traffic distribution patterns are indicated by general percentage orientation, while traffic assignment allocates specific volume forecasts to individual roadway links and intersection turning movements throughout the study area.

With the forecasting process complete and project traffic assignments developed, the impact of the proposed project is isolated by comparing operational (LOS) conditions at selected key intersections using expected future traffic volumes with and without forecast project traffic. The need for site-specific and/or cumulative local area traffic improvements can then be evaluated and the significance of the project's impacts identified.

5.0 PROJECT TRAFFIC CHARACTERISTICS

5.1 Project Traffic Generation

Traffic generation is expressed in vehicle trip ends, defined as one-way vehicular movements, either entering or exiting the generating land use. Generation equations and/or rates used in the traffic forecasting procedure are found in the Seventh Edition of *Trip Generation*, published by the Institute of Transportation Engineers (ITE) [Washington D.C., 2003].

Table 5-1 summarizes the trip generation rates and forecasts of the vehicular trips generated by the proposed project. The trip generation potential for the proposed Seaside Office Condominium project was estimated using ITE Land Use 710: General Office Building rates. It should be noted that a total of 13,091 SF (8,927 SF of office space and 4,164 SF of common area) was used estimate the trip generation of the project.

As shown in *Table 5-1*, the proposed Seaside Office Condominium project is expected to generate 144 daily trips, with 20 trips (18 inbound, 2 outbound) produced in the AM peak hour and 19 trips (3 inbound, 16 outbound) produced in the PM peak hour.

5.2 Project Traffic Distribution and Assignment

The general, directional traffic distribution pattern for the proposed Seaside Office Condominium project is presented in ***Figure 5-1.*** Project traffic volumes both entering and exiting the site have been distributed and assigned to the adjacent street system based on the following considerations:

- the site's proximity to major traffic carriers (i.e. Pier Avenue, Hermosa Avenue and Pacific Coast Highway),
- expected localized traffic flow patterns based on adjacent street channelization and presence of traffic signals,
- existing intersection traffic volumes,
- ingress/egress availability at the project site,
- the location of existing and proposed parking areas, and
- input from City staff.

The anticipated AM and PM peak hour project traffic volumes associated with the proposed project are presented in ***Figures 5-2*** and ***5-3***, respectively. The traffic volume assignments presented in *Figures 5-2* and *5-3* reflect the traffic distribution characteristics shown in *Figure 5-1* and the net project traffic generation forecast presented in *Table 5-1*.

TABLE 5-1

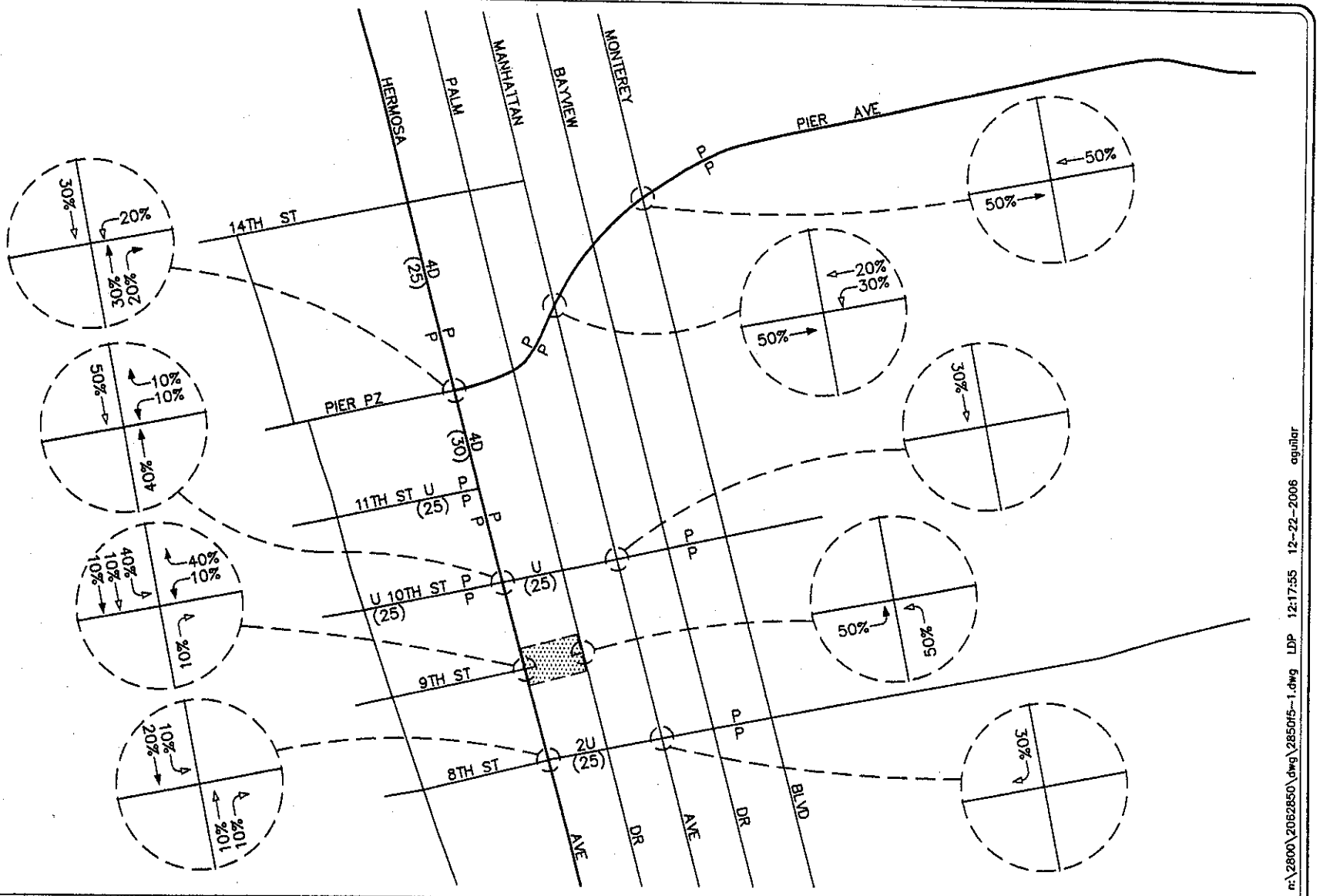
PROJECT TRAFFIC GENERATION FORECAST[5]

ITE Land Use Code	Daily 2-Way	AM Peak Hour			PM Peak Hour		
		Enter	Exit	Total	Enter	Exit	Total
Generation Factors:							
• 710: General Office Building (TE/1,000SF)	11.01	1.36	0.19	1.55	0.25	1.24	1.49
Generation Forecast:							
• Seaside Office Condominiums (13,091 SF)	144	18	2	20	3	16	19

Notes:

- TE/1,000SF = Trip end per thousand square foot of development.

[5] Source: *Trip Generation*, 7th Edition, Institute of Transportation Engineers (ITE) [Washington, D.C. (2003)].



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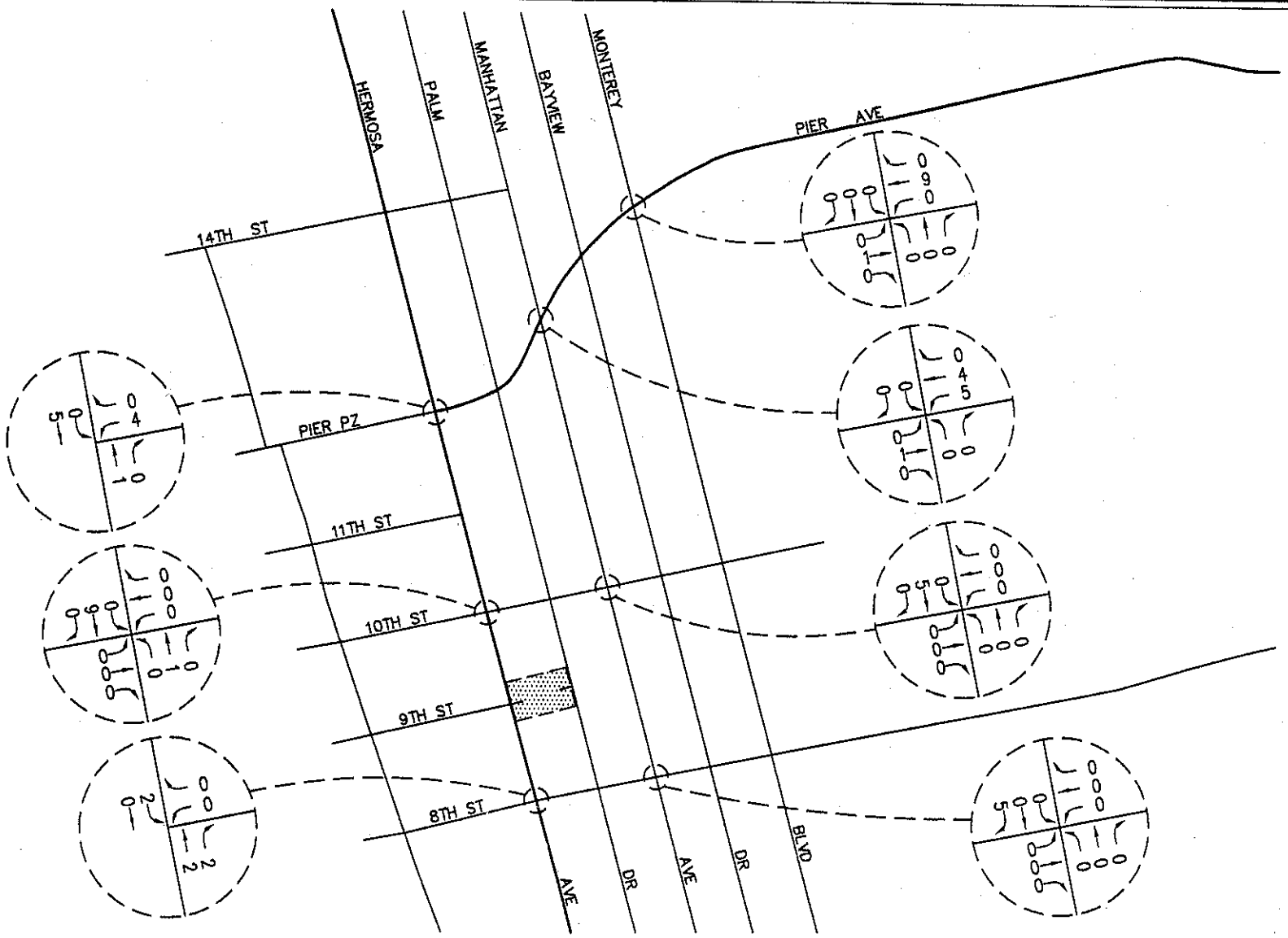
LINSCOTT LAW & GREENSPAN engineers

N NO SCALE

KEY
= INBOUND PERCENTAGE
= OUTBOUND PERCENTAG
= PROJECT SITE

FIGURE 5-1

PROJECT TRAFFIC DISTRIBUTION PATTERN
SEASIDE OFFICE CONDOMINIUMS, HERMOSA BEACH



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KEY

= PROJECT SITE

FIGURE 5-2

AM PEAK HOUR PROJECT TRAFFIC VOLUMES

SEASIDE OFFICE CONDOMINIUMS, HERMOSA BEACH

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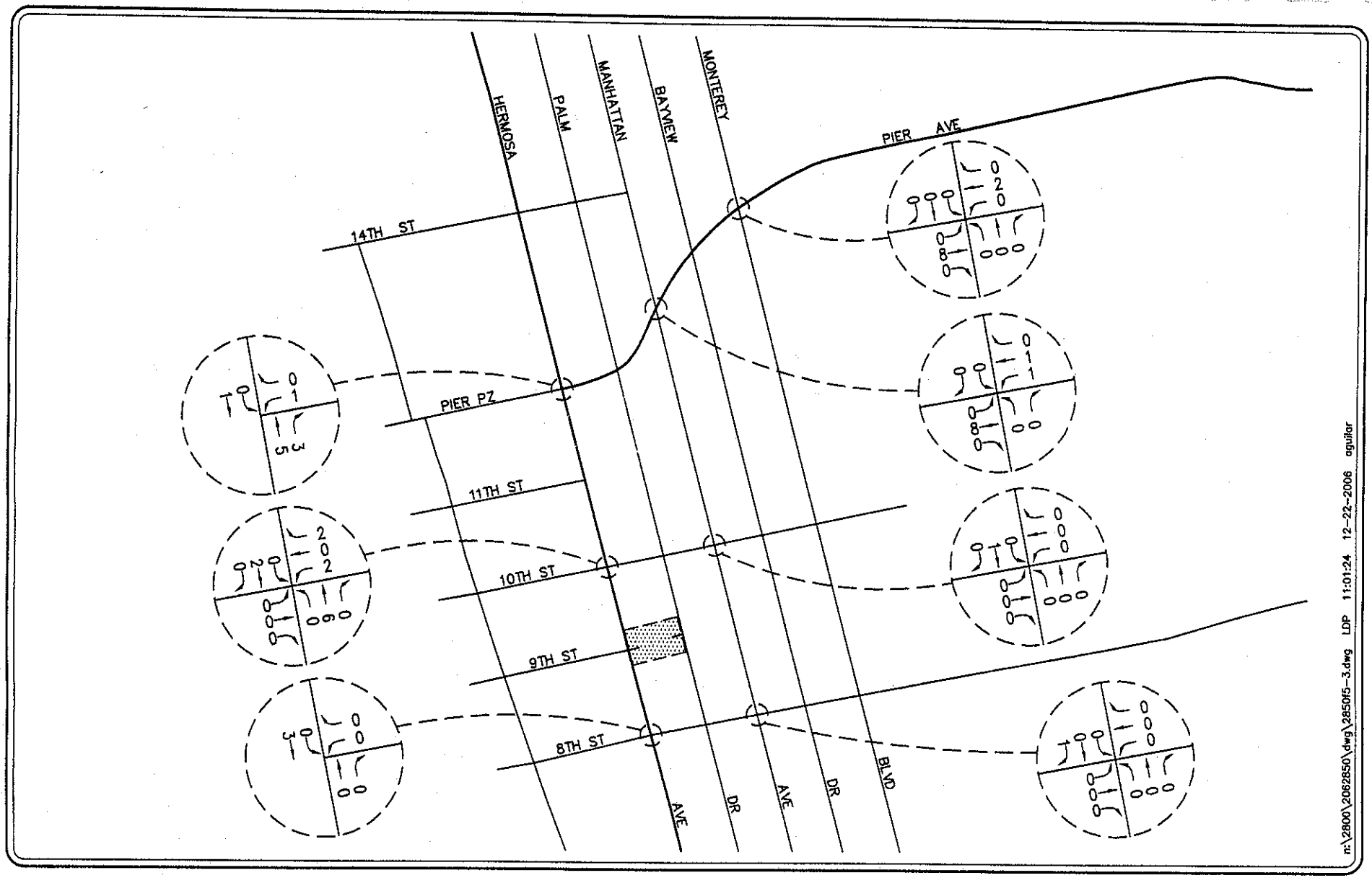


LINSCOTT LAW & GREENSPAN engineers

N NO SCALE

KEY

= PROJECT SITE

FIGURE 5-3

PM PEAK HOUR PROJECT TRAFFIC VOLUMES

SEASIDE OFFICE CONDOMINIUMS, HERMOSA BEACH

6.0 FUTURE TRAFFIC CONDITIONS

6.1 Ambient Traffic Growth

Horizon year, background traffic growth estimates have been calculated using an ambient growth factor. The ambient traffic growth factor is intended to include unknown and future related projects in the study area, as well as account for regular growth in traffic volumes due to the development of projects outside the study area. The future growth in traffic volumes has been calculated at one percent (1%) per year. The ambient growth factor was based on review of the background traffic growth estimates for the South Bay area published in the *2004 Congestion Management Program for Los Angeles County*, which indicate that existing traffic volumes would be expected to increase at an annual rate of approximately 1.0 percent (1.0% per year) between 1998 and 2010. Applied to existing Year 2006 traffic volumes results in a two percent (2%) increase growth in existing volumes to horizon Year 2008.

6.2 Related Projects Traffic Characteristics

In order to make a realistic estimate of future on-street conditions prior to implementation of the Seaside Office Condominium project, the status of other known development projects (related projects) in the area has been researched at the City of Hermosa Beach. With this information, the potential impact of the proposed project can be evaluated within the context of the cumulative impact of all ongoing development. Based on our research, there are seven (7) related projects located in the City of Hermosa that have either been built, but not yet fully occupied, or are being processed for approval. These seven (7) related projects have been included as part of the cumulative background setting.

Table 6-1 provides the location and a brief description for each of the seven (7) related projects. ***Figure 6-1*** graphically illustrates the location of the related projects. These related projects are expected to generate vehicular traffic, which may affect the operating conditions of the key study intersections.

Table 6-2 presents the development totals and resultant trip generation for the related projects. As shown in *Table 6-2*, the related projects are expected to generate a combined total of 7,689 daily trips on a "typical" weekday, with 310 trips (207 inbound and 103 outbound) forecast during the AM peak hour, and 614 trips (301 inbound and 313 outbound) during the PM peak hour.

6.3 Year 2008 Traffic Volumes

Figures 6-2 and ***6-3*** show AM and PM peak hour traffic volumes generated by the seven (7) related projects that will pass through the seven (7) key study intersections in the future horizon year (Year 2008). ***Figures 6-4*** and ***6-5*** present future AM and PM peak hour background traffic volumes at the seven (7) key study intersections for Year 2008. Please note that the background traffic volumes represent the accumulation of existing traffic, ambient growth traffic, and related projects traffic. ***Figures 6-6*** and ***6-7*** illustrate Year 2008 forecast AM and PM peak hour traffic volumes with the inclusion of the trips generated by the proposed Seaside Office Condominium project.

TABLE 6-1

LOCATION AND DESCRIPTION OF RELATED PROJECTS[6]

No.	Cumulative Project	Location/Address	Description
1.	Hermosa Pavilion[7]	1605 Pacific Coast Highway north of Pier Avenue	45,000 GSF Health Club, 16,000 GSF General Office, 4,000 GSF Restaurant, 16,500 GLSF Retail, 11,600 GSF Spa and 9,000 GSF Medical Rehab.
2.	200 Pier Avenue Project[8]	200 Pier Avenue in the Downtown Area	54 Employee Office Condominium
3.	14th Street Mixed-Use Development[9]	South of 14th Street and west of Hermosa Avenue	29-Room Hotel and 9,211GLSF Retail/Miscellaneous Services
4.	Kendall Baseball Sports Facility[10]	911 1st Street	21,448 SF Sports Facility
5.	727 2nd Street Office Condominiums[11]	727 2nd Street – Between 2nd and 3rd Street and west of Pacific Coast Highway	6,500 GSF Office Condominium
6.	Playa Hermosa Plaza Project[12]	400 Pier Avenue	6,097 GSF General Office, 5,692 GSF Retail, 1,791 GSF Snack Shop/Coffee House and 1,000 GSF Storage
7.	1429 Hermosa Avenue Project[13]	1429 Hermosa Avenue	13,161 GSF Office Condominium, 3,448 GSF Quality Restaurant and 1,495 SF Ancillary Snack Shop/Coffee House

Notes:

- SF = Square Footage
- GSF = Gross Square Footage
- GLSF = Gross Leasable Square Footage

6 Source: City of Hermosa Beach Community Development Department and the *Traffic and Parking Analysis for the 200 Pier Avenue Project,* prepared by Linscott, Law & Greenspan, Engineers.

7 Source: City of Hermosa Beach Community Development Department and the *Traffic and Parking Analysis for the Hermosa Pavilion Project,* prepared by Linscott, Law & Greenspan, Engineers.

8 Source: City of Hermosa Beach Community Development Department and the *Traffic and Parking Analysis for the 200 Pier Avenue Project,* prepared by Linscott, Law & Greenspan, Engineers.

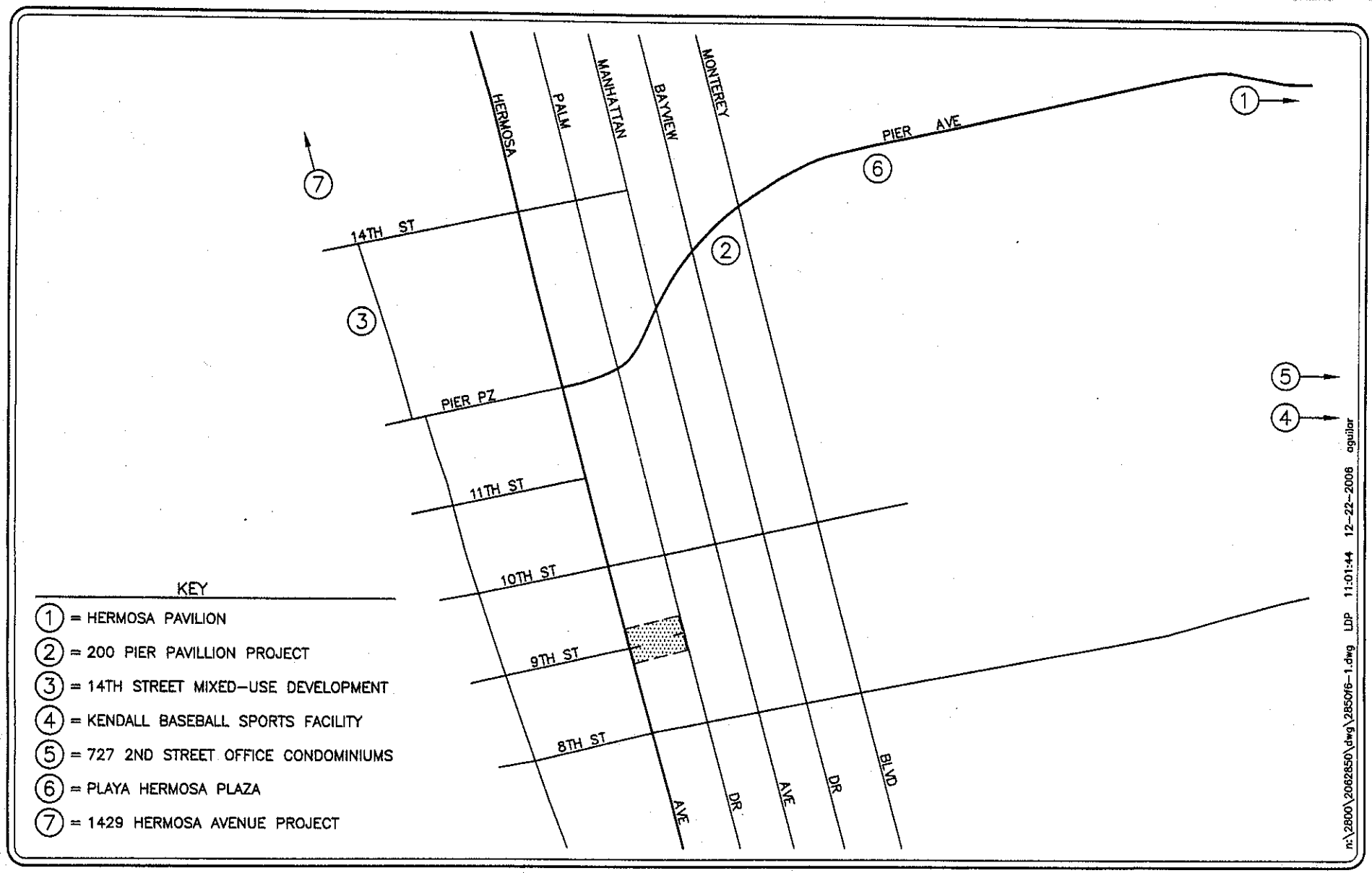
9 Source: The *Traffic Impact Analysis for the 14th Street Mixed-Use Development,* prepared by Linscott, Law & Greenspan, Engineers.

10 Source: The *Traffic Impact Analysis for the Kendall Baseball Sports Facility,* prepared by Linscott, Law & Greenspan, Engineers.

11 Source: The *Traffic Impact Analysis for the 727 2nd Street Office Condominiums,* prepared by Linscott, Law & Greenspan, Engineers.

12 Source: *Revised Traffic Impact Analysis for the Playa Hermosa Plaza,* prepared by Linscott, Law & Greenspan, Engineers.

13 Source: *The Traffic Impact Analysis for the 1429 Hermosa Avenue Project,* prepared by Linscott, Law & Greenspan, Engineers.



LINSCOTT LAW & GREENSPAN engineers

N NO SCALE

KEY

(#) = RELATED PROJECT LOCATION

= PROJECT SITE

FIGURE 6-1

RELATED PROJECT LOCATION MAP

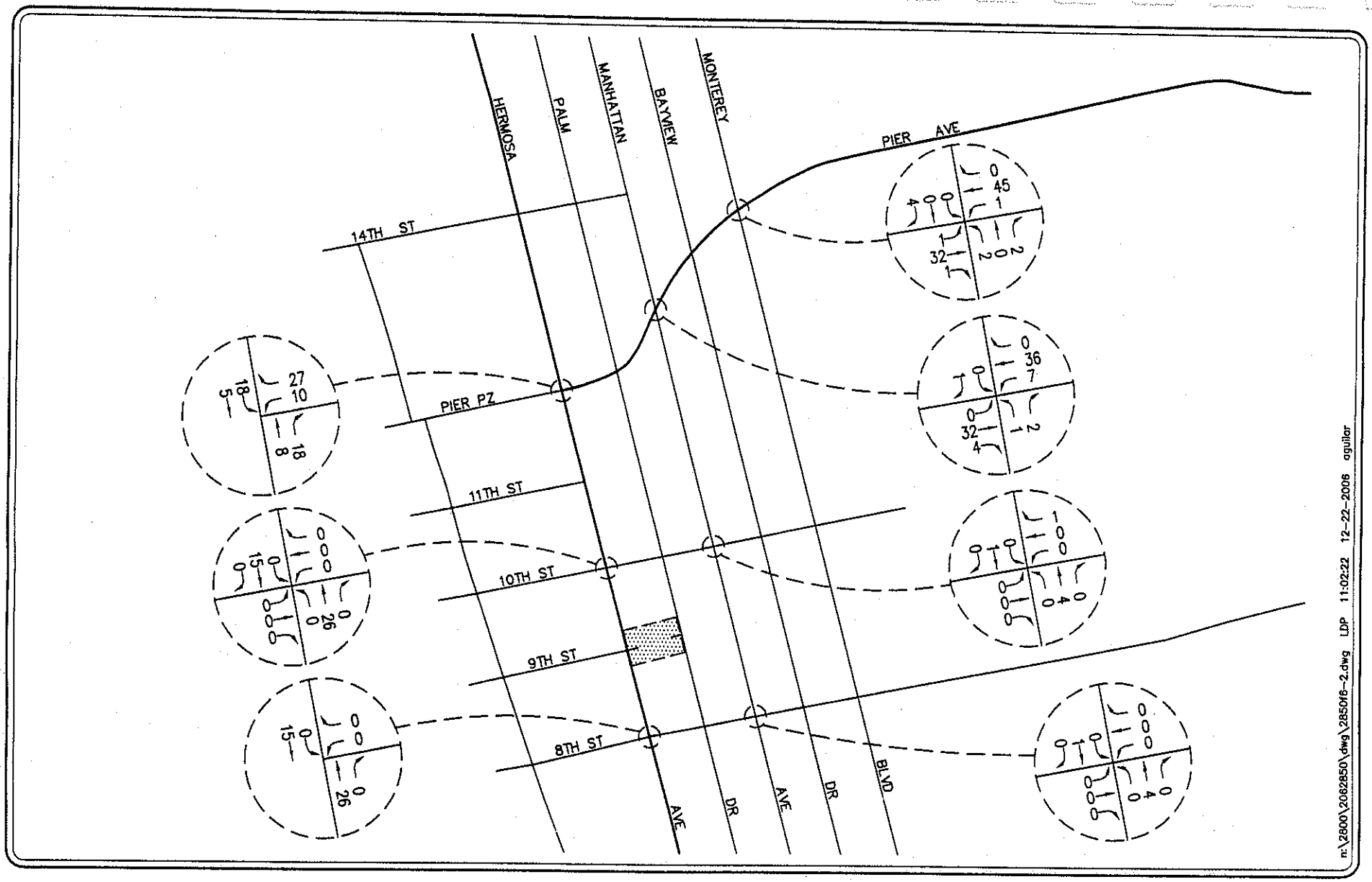
SEASIDE OFFICE CONDOMINIUMS, HERMOSA BEACH

TABLE 6-2

RELATED PROJECTS TRAFFIC GENERATION FORECAST[14]

No. / Related Projects Description	Daily 2-Way	AM Peak Hour			PM Peak Hour		
		In	Out	Total	In	Out	Total
1. Hermosa Pavilion	4,856	76	41	117	217	187	404
2. 200 Pier Avenue Project	179	23	3	26	4	21	25
3. 14th Street Mixed-Use Development	555	15	8	23	17	19	36
4. Kendall Baseball Sports Facility	396	4	0	4	29	29	58
5. 727 2nd Street Office Condominiums	72	9	1	10	2	8	10
6. Playa Hermosa Plaza Project	863	52	40	92	27	31	58
7. 1429 Hermosa Avenue Project	768	28	10	38	5	18	23
Total Related Projects Trip Generation Potential	**7,689**	**207**	**103**	**310**	**301**	**313**	**614**

[14] Source: *Trip Generation*, 7th Edition, Institute of Transportation Engineers (ITE) [Washington, D.C. (2003)].



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N NO SCALE

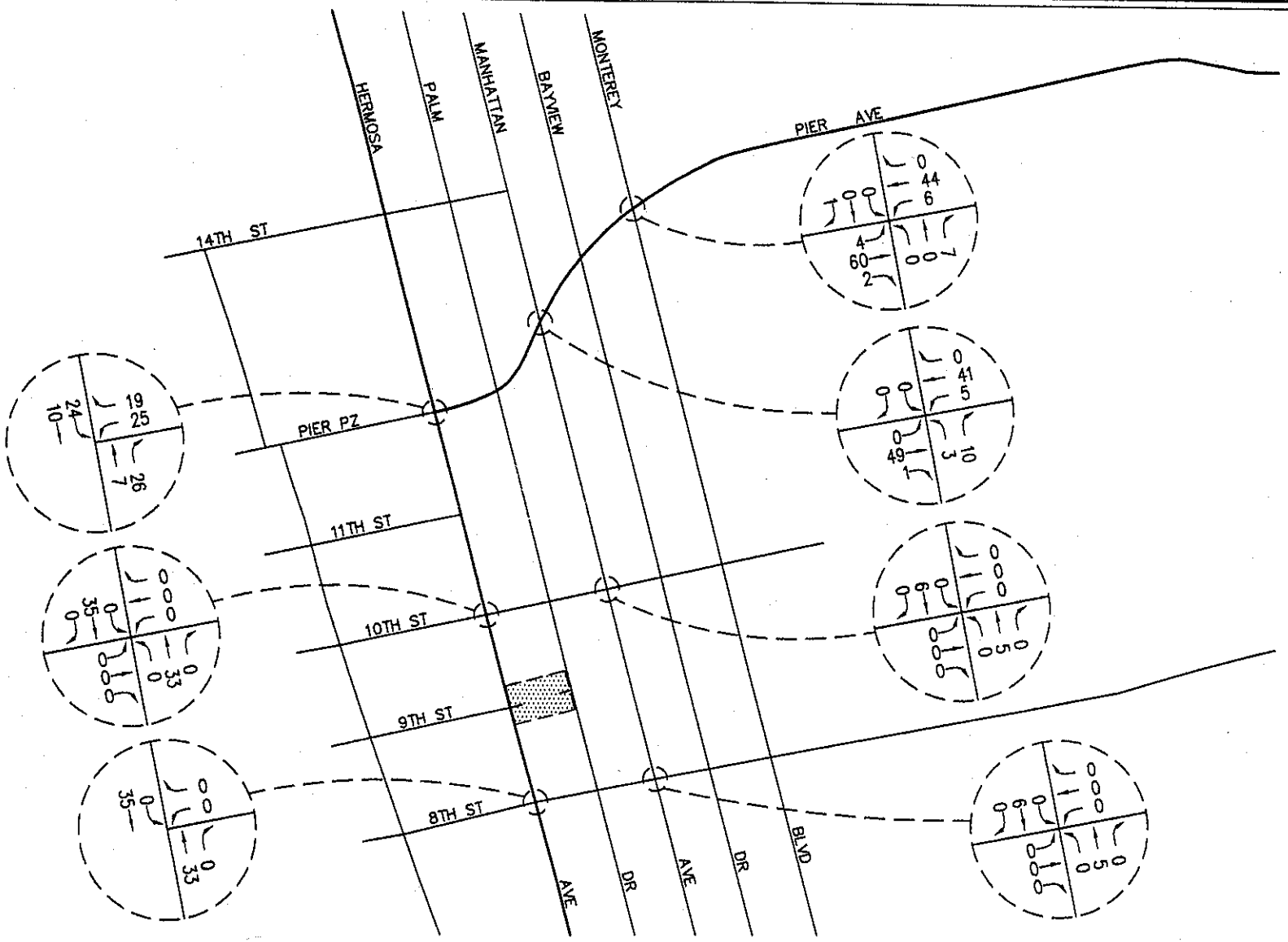
KEY

= PROJECT SITE

FIGURE 6-2

YEAR 2008 RELATED PROJECTS AM PEAK HOUR TRAFFIC VOLUMES

SEASIDE OFFICE CONDOMINIUMS, HERMOSA BEACH



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N NO SCALE

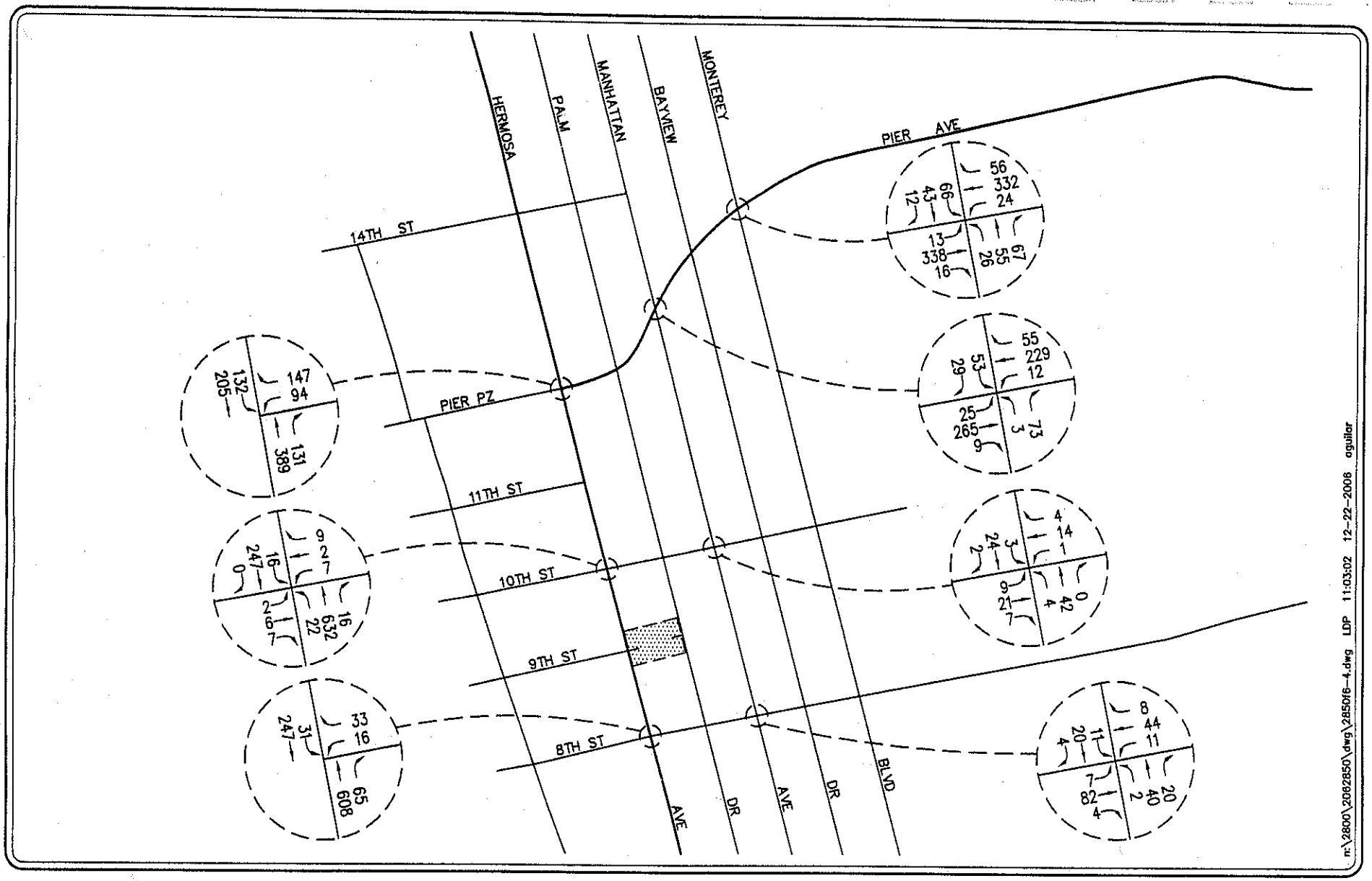
KEY

= PROJECT SITE

FIGURE 6-3

YEAR 2008 RELATED PROJECTS PM PEAK HOUR TRAFFIC VOLUMES

SEASIDE OFFICE CONDOMINIUMS, HERMOSA BEACH



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N NO SCALE

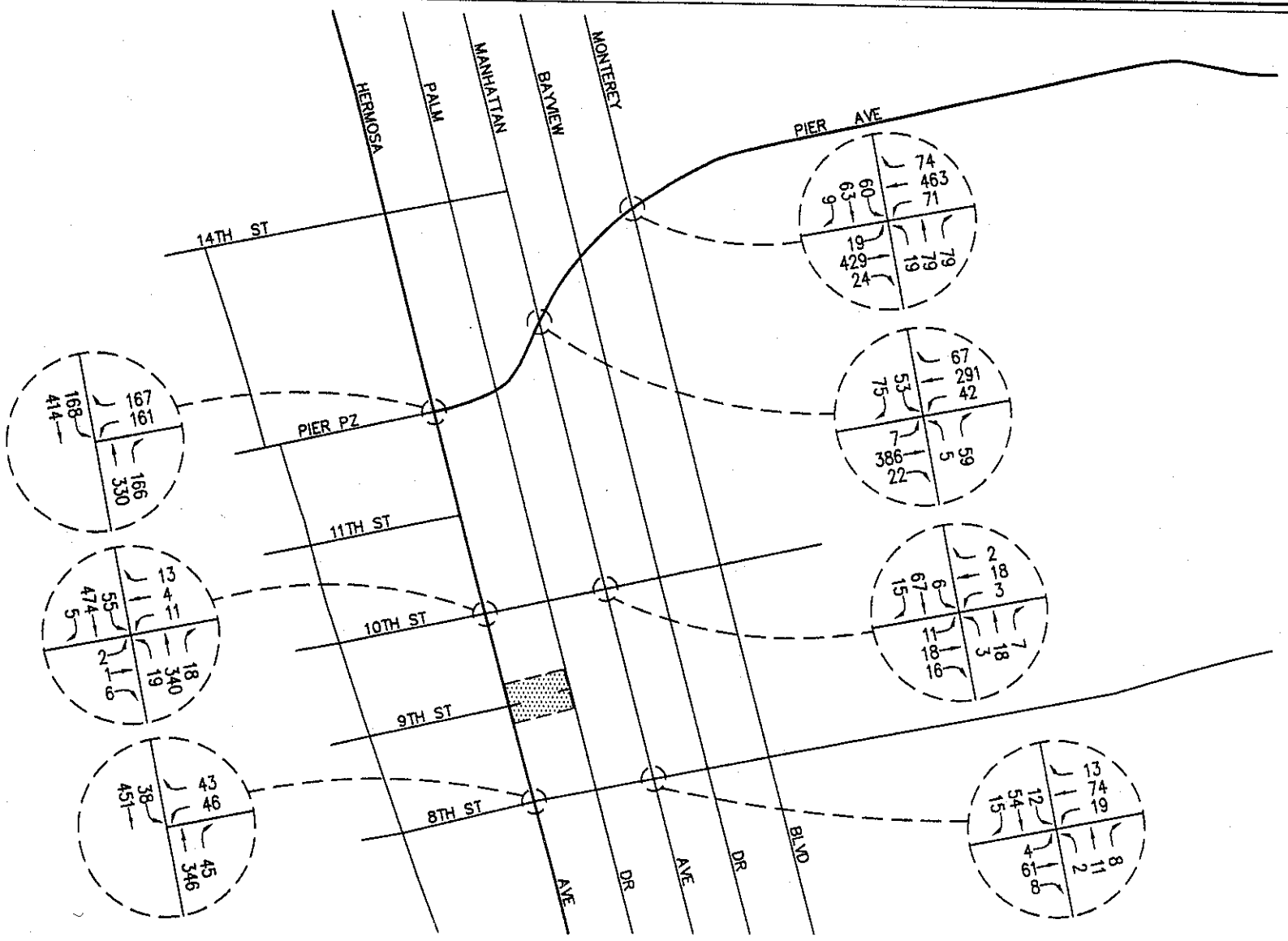
KEY

= PROJECT SITE

FIGURE 6-4

YEAR 2008 AM PEAK HOUR BACKGROUND TRAFFIC VOLUMES

SEASIDE OFFICE CONDOMINIUMS, HERMOSA BEACH



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LINSCOTT LAW & GREENSPAN engineers

N NO SCALE

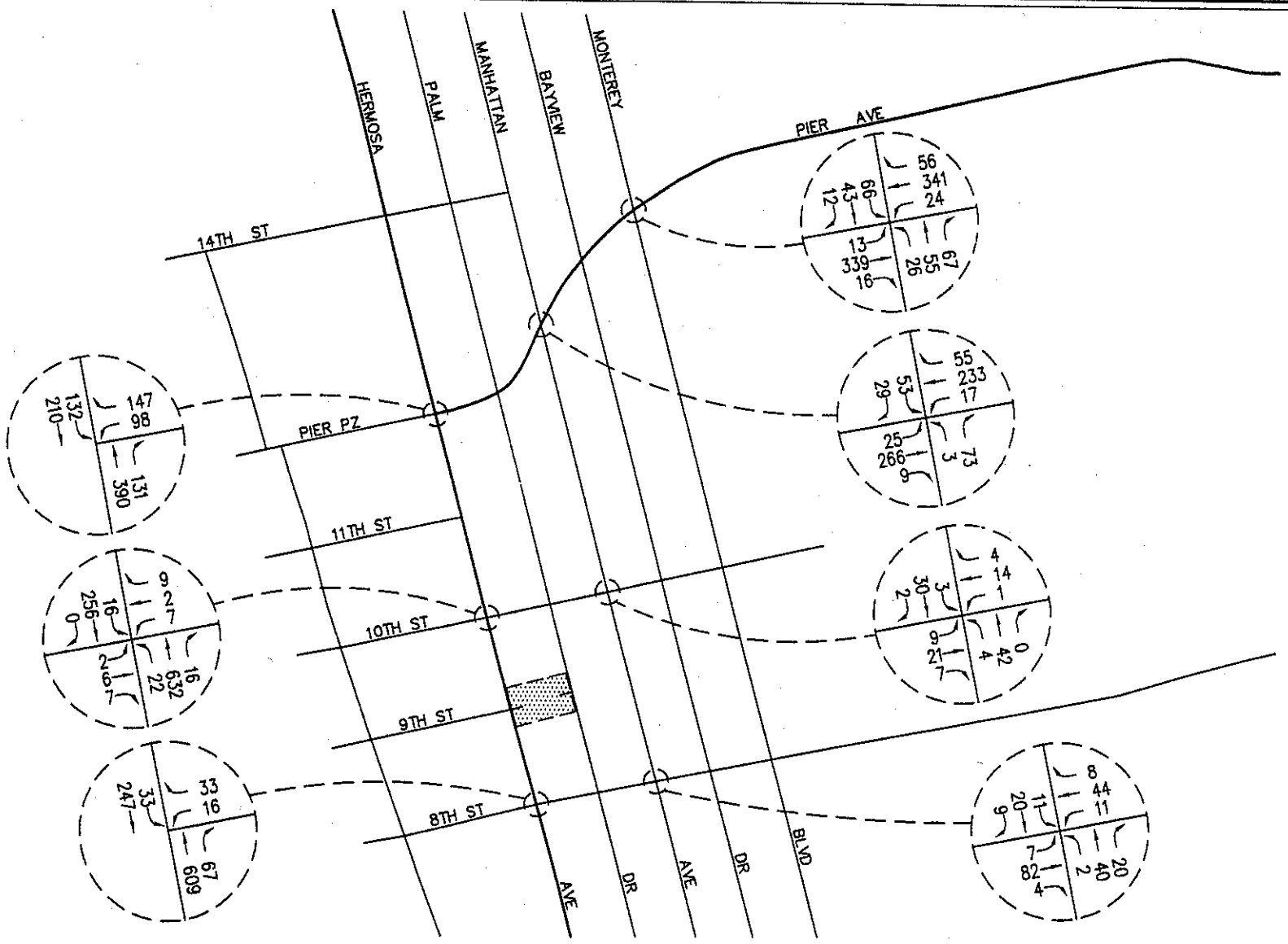
KEY

= PROJECT SITE

FIGURE 6-5

YEAR 2008 PM PEAK HOUR BACKGROUND TRAFFIC VOLUMES

SEASIDE OFFICE CONDOMINIUMS, HERMOSA BEACH



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LINSCOTT LAW & GREENSPAN engineers

N NO SCALE

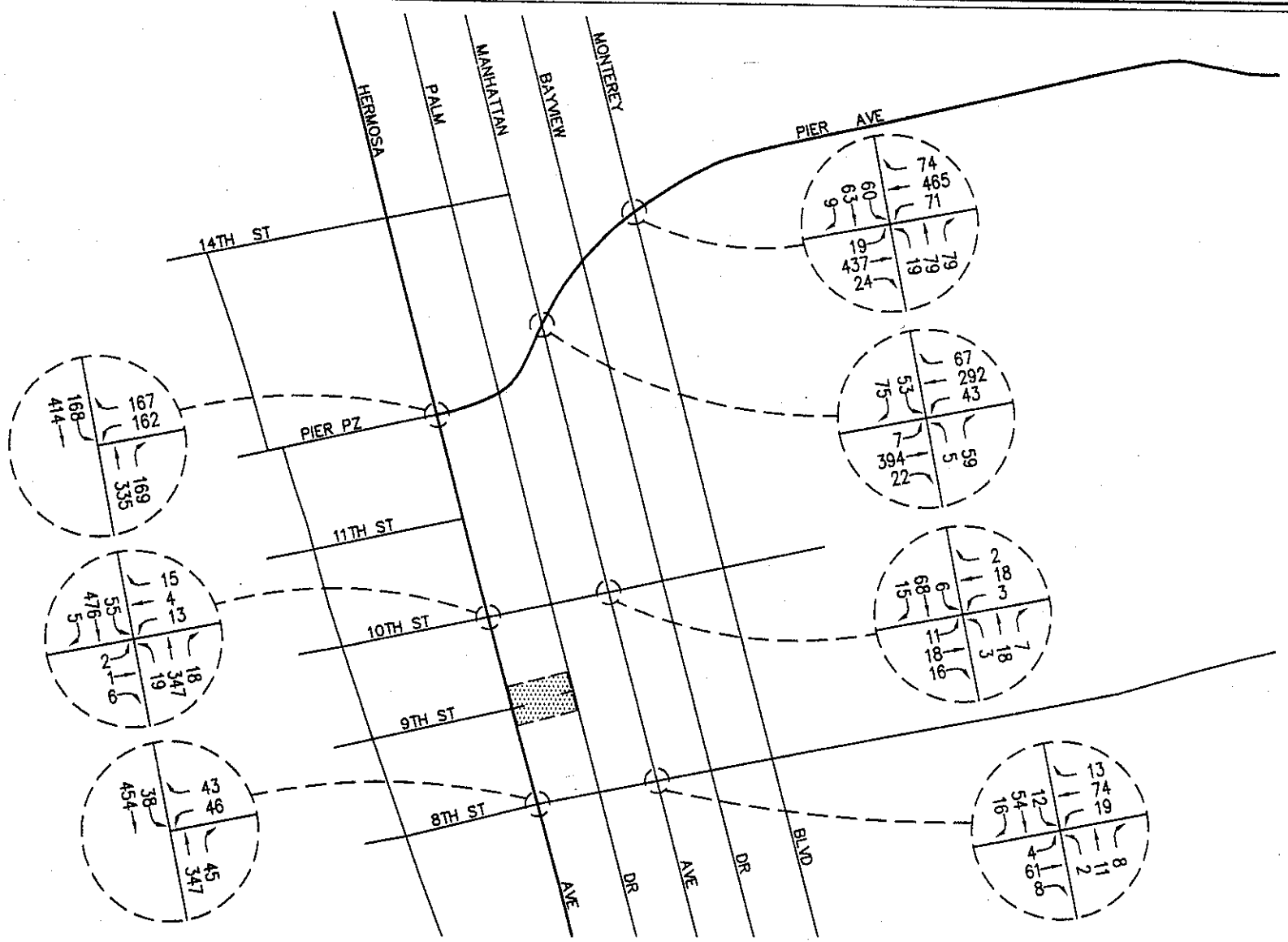
KEY

= PROJECT SITE

FIGURE 6-6

YEAR 2008 AM PEAK HOUR TRAFFIC VOLUMES WITH PROJECT TRAFFIC

SEASIDE OFFICE CONDOMINIUMS, HERMOSA BEACH



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LINSCOTT LAW & GREENSPAN engineers

N NO SCALE

KEY

= PROJECT SITE

FIGURE 6-7

YEAR 2008 PM PEAK HOUR TRAFFIC VOLUMES WITH PROJECT TRAFFIC

SEASIDE OFFICE CONDOMINIUMS, HERMOSA BEACH

7.0 TRAFFIC IMPACT ANALYSIS METHODOLOGY

7.1 Impact Criteria and Thresholds

The relative impact of the added project traffic volumes generated by the proposed Seaside Office Condominium project during the AM and PM peak hours was evaluated based on analysis of future operating conditions at the seven (7) key study intersections, without, then with, the proposed project. The previously discussed capacity analysis procedures were utilized to investigate the future volume-to-capacity relationships and service level characteristics at each study intersection. The significance of the potential impacts of the project at each key intersection was then evaluated using the traffic impact criteria employed in previous analyses for projects in the City of Hermosa Beach. A significant transportation impact is determined based on the sliding scale criteria presented in ***Table 7-1***.

As indicated in *Table 7-1*, the project-related increase in ICU value for the signalized intersections that defines a significant impact varies with LOS. At LOS D the threshold of significance is an increase of 0.02 or greater in the ICU value for signalized intersections. This is reduced to 0.01 or greater under LOS E and F. Similarly, for the unsignalized intersections, a decrease in LOS by one level or more is considered significant for those locations operating at LOS D, E, or F.

7.2 Traffic Impact Analysis Scenarios

The following scenarios are those for which volume/capacity calculations have been performed at the key intersections for near-term (Year 2008) traffic conditions:

1. Existing Traffic Conditions;
2. Year 2008 Future Background Traffic Conditions (existing plus ambient growth to Year 2008 at 1% per year plus related projects traffic);
3. Year 2008 Future Traffic Conditions plus the Seaside Office Condominium project; and
4. Scenario (3) with Mitigation, if necessary.

TABLE 7-1

INTERSECTION IMPACT THRESHOLD CRITERIA

Final ICU	Level of Service	Project Related Increase in ICU
> 0.801-0.900	D - signalized	equal to or greater than 0.02
> 0.901 or greater	E/F - signalized	equal to or greater than 0.01
Drop in LOS by one level	D/E - unsignalized	---

8.0 PEAK HOUR INTERSECTION CAPACITY ANALYSIS

8.1 Year 2008 Traffic Conditions

Table 8-1 summarizes the peak hour Level of Service results at the seven (7) key study intersections for the 2008 horizon year. The first column (1) of ICU/LOS and HCM/LOS values in *Table 8-1* presents a summary of existing AM and PM peak hour traffic conditions (which were also presented in *Table 3-3*). The second column (2) lists projected background traffic conditions based on existing intersection geometry, but without any traffic generated from the proposed project. The third column (3) presents forecast Year 2008 near-term traffic conditions with the addition of project traffic. The fourth column (4) shows the increase in ICU value or delay value due to the added peak hour project trips and indicates whether the traffic associated with the project will have a significant impact based on the City of Hermosa Beach LOS standards and the significance impact criteria defined in this report.

8.1.1 *Existing Traffic Conditions*

As previously presented in *Table 3-3*, all of the seven key study intersections currently operate at an acceptable service level during the AM and PM peak hour based on City of Hermosa Beach LOS standards.

8.1.2 *Year 2008 Future Background Traffic Conditions*

An analysis of future (Year 2008) background traffic conditions indicates that all seven key study intersections are forecast to operate at LOS D or better during the AM and PM peak hours based on the City's LOS standards with the addition of ambient traffic growth and cumulative project traffic.

8.1.3 *Year 2008 Future Traffic Conditions Plus Project*

Review of columns 3 and 4 of *Table 8-1* indicates that traffic associated with the proposed Seaside Office Condominium project ***will not*** significantly impact any of the seven (7) key study intersections, when compared to the City of Hermosa Beach LOS standards and significant impact criteria specified in this report. All seven key study intersections are forecast to continue to operate at an acceptable LOS with the inclusion of project generated traffic.

TABLE 8-1
YEAR 2008 PEAK HOUR INTERSECTION CAPACITY ANALYSIS

Key Intersections	Time Period	(1) Existing Traffic Conditions		(2) Year 2008 Background Traffic Conditions		(3) Year 2008 Plus Project Traffic Conditions		(4) Project Significant Impact	
		ICU/ Delay	LOS	ICU/ Delay	LOS	ICU/ Delay	LOS	Change in ICU / Delay	Yes/No
1. Hermosa Avenue at Pier Avenue	AM	0.373	A	0.404	A	0.407	A	0.003	No
	PM	0.413	A	0.460	A	0.463	A	0.003	No
2. Hermosa Avenue at 10th Street	AM	10.3 s/v	B	10.6 s/v	B	10.6 s/v	B	0.0 s/v	No
	PM	9.3 s/v	A	9.7 s/v	A	9.8 s/v	A	0.1 s/v	No
3. Hermosa Avenue at 8th Street	AM	10.4 s/v	B	10.7 s/v	B	10.8 s/v	B	0.1 s/v	No
	PM	9.8 s/v	A	10.2 s/v	B	10.2 s/v	B	0.0 s/v	No
4. Manhattan Avenue at Pier Avenue	AM	3.0 s/v	A	3.0 s/v	A	3.1 s/v	A	0.1 s/v	No
	PM	3.0 s/v	A	3.2 s/v	A	3.2 s/v	A	0.0 s/v	No
5. Manhattan Avenue at 10th Street	AM	7.2 s/v	A	7.2 s/v	A	7.2 s/v	A	0.0 s/v	No
	PM	7.3 s/v	A	7.3 s/v	A	7.3 s/v	A	0.0 s/v	No
6. Manhattan Avenue at 8th Street	AM	7.5 s/v	A	7.5 s/v	A	7.5 s/v	A	0.0 s/v	No
	PM	7.6 s/v	A	7.6 s/v	A	7.6 s/v	A	0.0 s/v	No
7. Monterey Boulevard at Pier Avenue	AM	12.6 s/v	B	14.7 s/v	B	15.0 s/v	B	0.3 s/v	No
	PM	20.3 s/v	C	31.0 s/v	D	32.1 s/v	D	1.1 s/v	No

Note:
- **Bold ICU/LOS values and HCM/LOS values** indicate adverse service levels based on City LOS Standards.
- s/v = seconds per vehicle

9.0 PROJECT SPECIFIC IMPROVEMENTS

The results of the intersection capacity analyses summarized in *Table 8-1* indicates that the proposed Seaside Office Condominium is not expected to have a significant impact at any of the seven (7) key study intersections. As there are no significant impacts, no traffic mitigation measures are required or recommended for the study intersections.

10.0 CONGESTION MANAGEMENT PROGRAM (CMP) ANALYSIS

The Congestion Management Program (CMP) is a state-mandated program that was enacted by the State Legislature with the passage of Proposition 111 in 1990. The program is intended to address the impact of local growth on the regional transportation system.

As required by the 2004 Congestion Management Program for Los Angeles County, a Traffic Impact Assessment (TIA) has been prepared to determine the potential impacts on designated monitoring locations on the CMP highway system. The analysis has been prepared in accordance with procedures outlined in the *2004 Congestion Management Program for Los Angeles County*, County of Los Angeles Metropolitan Transportation Authority, July 2004.

10.1 Intersections

The following CMP intersection monitoring location in the project vicinity has been identified:

- CMP Station No. 22 — Intersection: Pacific Coast Highway/Artesia Boulevard-Gould Avenue

The CMP TIA guidelines require that intersection monitoring locations must be examined if the proposed project will add 50 or more trips during either the AM or PM weekday peak periods. The proposed project will not add 50 or more trips, during the AM or PM peak hours at the CMP monitoring intersection, which is the threshold for preparing a traffic impact assessment, as stated in the CMP manual. Therefore, no further review of potential impacts to intersection monitoring locations that are part of the CMP highway system is required.

10.2 Freeways

There are no CMP freeway monitoring locations in the project vicinity. Further, the CMP TIA guidelines require that freeway monitoring locations must be examined if the proposed project will add 150 or more trips (in either direction) during either the AM or PM weekday peak periods. The proposed project will not add 150 or more trips (in either direction), during either the AM or PM weekday peak hours to the CMP freeway monitoring location, which is the threshold for preparing a traffic impact assessment, as stated in the CMP manual. Therefore, no further review of potential impacts to freeway monitoring locations that are part of the CMP highway system is required.

11.0 PARKING SUPPLY-DEMAND ANALYSIS

The application of City code parking requirements (which typically treats each use as a "stand-alone" use at maximum demand) was used to analyze the parking supply-demand relationship for the Seaside Office Condominium project involves determining the parking needs in relation to the existing and/or future parking supply.

11.1 City Code Parking Analysis

The number of parking spaces required to support the Seaside Office Condominium project was calculated using the parking codes per *Chapter 17.44 Off-Street Parking* of the City of Hermosa Beach Municipal Code and comparing it to the proposed project parking supply.

The City of Hermosa Beach provides for parking in-lieu fees for projects located in the Downtown district (see Section 14.44.040[E]). The City Code parking requirements provide for contribution to an improvement fund for a vehicle parking district to satisfy project parking requirements as defined in the Code. Parking in-lieu fees are used to encourage development in the Downtown district, while planning and providing for parking on a district-wide basis. Generally, in-lieu parking provides the opportunity to cluster parking (as the City of Hermosa Beach has done with the existing Downtown parking structure), to build parking more efficiently, and to facilitate development in locations with difficult parcel configurations.

11.1.1 *Proposed Parking Supply*

Based on information provided in the proposed project parking site plan, a total of 19 parking spaces will be provided in the two parking levels located at 906/910 Hermosa Avenue.

11.1.2 *Proposed Project Parking Requirements*

The City's parking code (Section 17.44.030 Off-street Parking – Commercial and Business Uses and Section 17.44.040 - Parking requirements for the downtown district) for proposed land uses of the Seaside Office Condominium is as follows:

- **Offices, general:** one (1) space for each 333.33 SF of gross floor area (or 3 spaces per 1,000 SF) within the downtown district; otherwise, the City requires one (1) space for each 250 SF of gross floor area.

- Parking in-lieu fees: provides for contributions to an improvement fund for a vehicle parking district in-lieu of parking spaces required, said in-lieu fee contributions shall be considered to satisfy the Code parking requirements; for building sites with a ratio of building floor area to building site of one-to-one or less an in-lieu fee can be provided for all required spaces; and for building sites where buildings will exceed a one-to-one gross floor area to building site ratio shall be required to provide a minimum of twenty-five (25) percent of the required parking on-site

The City parking codes were applied to the proposed project development tabulation and ***Table 11-1*** summarizes the parking requirements for the Seaside Office Condominium project. As shown, direct application of the City's code to the proposed development results in a code-parking requirement of 27 spaces. With a proposed parking supply of 19 spaces, the Seaside Office Condominium project results in a total potential deficiency of 8 spaces. It should be noted that the total office area of 8,927 SF was used to determine the parking demand.

11.1.3 *Parking Recommendations*

As noted above, parking deficiencies are forecast for the proposed project when comparing the City code parking requirements with the project parking supply (i.e., 8 space deficiency). Given the results of the parking evaluation, it is recommended that the Seaside Office Condominium project applicant contribute an in-lieu fee to an improvement fund for a vehicle parking district to mitigate its projected parking deficit. As previously noted (see Subsection 11.1), City Code parking requirements provide for contribution to an improvement fund for a vehicle parking district to satisfy project parking requirements as defined in the Code. Parking in-lieu fees are used to encourage development in the Downtown district, while planning and providing for parking on a district-wide basis.

TABLE 11-1

CITY CODE PARKING REQUIREMENTS[15]

Project Description	Square-feet of Gross Floor Area (SF – GFA)	City of Hermosa Beach Code Parking Ratio	Spaces Required
906/910 Hermosa Avenue ▪ Office	8,927 SF	1 space per 333.33 SF – GFA or 3 space per 1,000 SF	27
Total Floor Area:	**8,927 SF**	**Total Code Parking Requirement:**	**27**
		Proposed Parking Supply:	**19**
		Parking Surplus/Deficiency (+/-):	**-8**

[15] Source: City of Hermosa Beach Municipal Code, *Chapter 17.44. – Off-Street Parking.*

12.0 SUMMARY OF FINDINGS AND CONCLUSIONS

- ***Project Description*** – The Seaside Office Condominium project includes the construction of a three storey building totaling 20,039 square-feet (SF) that consists of 8,927 SF of office space, 4,164 SF of common space and 6,948 SF for a 19-space bi-level parking garage. The project is expected to be completed by the Year 2008. The project site is a rectangular-shaped parcel of land located at 906/910 Hermosa Avenue in the City of Hermosa Beach, California. The subject property is located between Hermosa Avenue and Palm Drive, adjacent 9th Street. Residential uses are located directly to the west

- ***Study Scope*** – The following seven (7) intersections were selected for detailed peak hour level of service analyses under Existing (Year 2006) Traffic Conditions, Year 2008 Background Traffic Conditions and Year 2008 Future Background plus Seaside Office Condominium Project Traffic Conditions:

    8. Hermosa Avenue at Pier Avenue
    9. Hermosa Avenue at 10th Street
    10. Hermosa Avenue at 8th Street
    11. Manhattan Avenue at Pier Avenue
    12. Manhattan Avenue at 10th Street
    13. Manhattan Avenue at 8th Street
    14. Monterey Boulevard at Pier Avenue

  The analysis is focused on assessing potential traffic impacts during the morning and evening commute peak hours (between 7:00-9:00 AM, and 4:00-6:00 PM) on a typical weekday.

- ***Existing Traffic Conditions*** – All seven (7) key study intersections currently operate at an acceptable service level during the AM and PM peak hour based on City of Hermosa Beach LOS standards.

- ***Project Trip Generation*** – On a typical weekday, the proposed Seaside Office Condominium project is expected to generate 144 daily trips, with 20 trips (18 inbound, 2 outbound) produced in the AM peak hour and 19 trips (3 inbound, 16 outbound) produced in the PM peak hour.

- ***Related Projects Trip Generation*** – Seven (7) related projects were considered as part of the cumulative traffic analysis. These seven (7) related projects are all located in the City of Hermosa Beach. On a typical weekday, the two related projects are expected to generate a combined total of 7,689 daily trips on a "typical" weekday, with 310 trips (207 inbound and 103 outbound) forecast during the AM peak hour, and 614 trips (301 inbound and 313 outbound) during the PM peak hour.

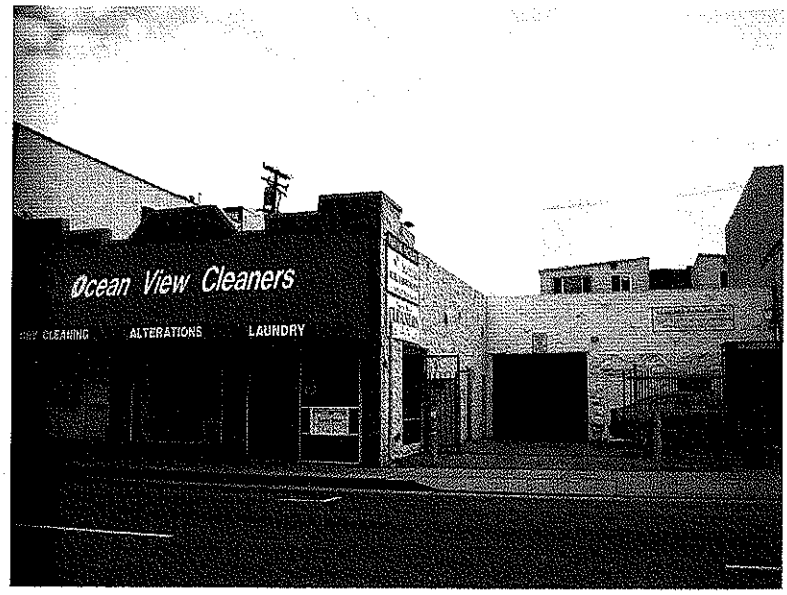
- ***Year 2008 Future Background Traffic Conditions*** – An analysis of future (Year 2008) background traffic conditions indicates that all seven key study intersections are projected to operate continue to operate at an acceptable LOS during the AM and PM peak hour based on the City's LOS standards.

- ***Year 2008 Future Traffic Conditions Plus Project*** – The results of the traffic analysis indicate that the proposed Seaside Office Condominium project will not adversely impact any of the seven key study intersections when compared to the City of Hermosa Beach LOS standards and significant traffic impact criteria. Hence, no project-specific mitigation measures are required of this project.

- ***CMP Compliance Assessment*** – The results of the Los Angeles CMP indicated that the proposed Seaside Office Condominium project will not adversely affect any CMP arterial monitoring intersections or freeway monitoring locations. Therefore, no improvements/mitigation measures are required of this project.

- ***City Code Parking Requirements*** – The required number of parking spaces for the Seaside Office Condominium project, based on City parking code, total 27 spaces. With a proposed parking supply of 19 parking spaces, the Seaside Office Condominium project does not meet the parking code requirement of 27 spaces, resulting in a total theoretical parking deficiency of 8 spaces.

  Given the results of the parking evaluation, it is recommended that the Seaside Office Condominium project contribute an in-lieu fee to an improvement fund for a vehicle-parking district to mitigate its projected parking deficiency. As previously noted, City Code parking requirements provide for contribution to an improvement fund for a vehicle parking district to satisfy project parking requirements as defined in the Code. Parking in-lieu fees are used to encourage development in the Downtown district, while planning and providing for parking on a district-wide basis.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ALTERATIONS
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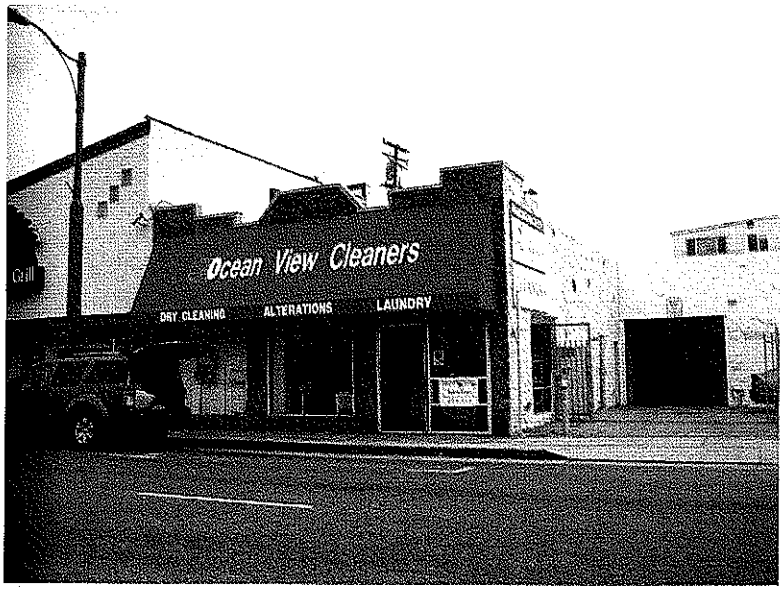
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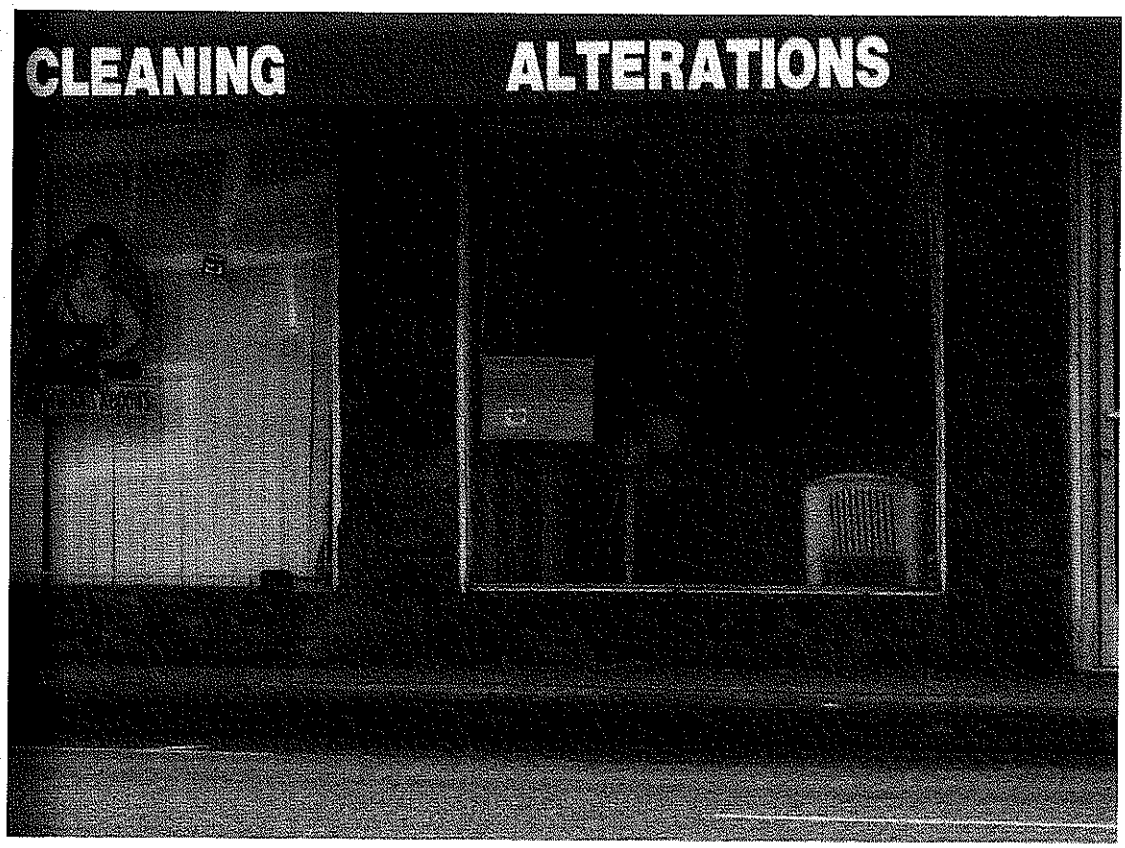
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Dear Planning Commissioners, 2-13-07

We own the property adjacent to the proposed office condominium project at 906 & 910 Hermosa Ave. We are concerned that if you allow for residential use in the C-2 commercial zone, that potentially, those future residents would complain about the noise coming from our restaurant to the north, the restaurant to the south, and the restaurant across the street. As long as they agreed that they would not complain about noise, we would not be against it.

John Vilenica
John Vilenica

Willy Vilenica

Banzai Beach Sushi & Teppan Grill