

March 12, 2007

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

**Regular Meeting of
March 20, 2007**

SUBJECT: PRECISE DEVELOPMENT PLAN 07-2; CONDOMINIUM 07-2
VESTING TENTATIVE TRACT MAP NO. 67877; PARKING PLAN 07-2
2101 PACIFIC COAST HIGHWAY

APPLICANT: REDONDO POINTE PARTNERS, LLC (C/O BRAD SCOTT)
525 SOUTH DOUGLAS STREET
EL SEGUNDO, CA 90245

REQUESTS: PRECISE DEVELOPMENT PLAN, CONDITIONAL USE PERMIT AND VESTING
TENTATIVE TRACT MAP NO. 064484 FOR A 10,000 SQUARE FOOT
COMMERCIAL OFFICE BUILDING CONTAINING UP TO 26 COMMERCIAL
CONDOMINIUM UNITS (21 FOR OFFICE, 5 FOR STORAGE)

PARKING PLAN TO BASE PARKING REQUIREMENTS ON THE NET OFFICE
FLOOR AREA (I.E. EXCLUDING COMMON LOBBIES, RESTROOMS AND
CONFERENCE AREAS)

Recommendation

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

Background

ZONING:	SPA-8 Specific Plan Area
GENERAL PLAN:	Commercial Corridor
LOT SIZE:	8,185 Square Feet
PROPOSED BUILDING SIZE:	10,124 Square Feet Gross Floor Area 8,369 Square Feet Net Office Area
TOTAL OFFICE UNITS:	21
FLOOR AREA RATIO:	1.24
REQUIRED PARKING:	40 Spaces
PARKING PROVIDED:	34 Spaces
ENVIRONMENTAL DETERMINATION:	Negative Declaration (recommended)

The subject site is located on the west side of Pacific Coast Highway at the northeast corner of P.C.H. and 21st Street. The site is vacant and undeveloped, but is seasonally used for pumpkin and Christmas tree sales which use the existing curb cuts on 21st Street for access. The site slopes downward from P.C.H. and also has a cross slope downward from north to south. No parking is allowed on the project side of 21st Street, and the curbs are currently painted red.

The Staff Environmental Review Committee, at the meeting held on February 8, 2007, considered the environmental impacts of the project. Based on the initial study checklist and the traffic and parking impact study (attached), the Committee recommended a mitigated Environmental Negative Declaration, with the following mitigation measures:

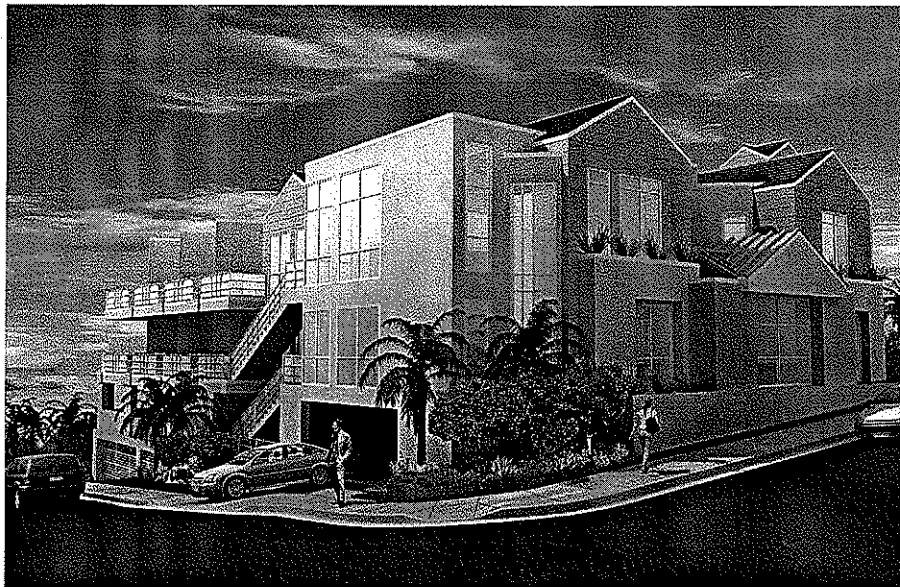
1. Parking shall be provided for customers and employees free of charge and on a first come first serve basis (i.e. no assigned parking) to maximize the efficient use of the parking structure.

2. A covenant shall be recorded with the property to ensure that all areas designated for common use including lobbies, bathrooms, and conference room, are not used for private office space.

Analysis

The project involves the construction of a two story building with two levels of basement parking. The building will contain office uses with 11 office suites and a conference room on the first floor level and the remaining 10 suites on the second floor. The office suites will be marketed to sole proprietors and other small businesses. The office suites range in size from 337 to 508 square feet. The plans include open courtyards on the office floors, common elevator lobbies at each floor and at the parking levels, common bathrooms, and open balconies for several of the suites. The building is designed in a Contemporary style of architecture with a mix of smooth plaster and "square joint" siding, metal and frosted glass deck railings, asphalt shingles, and exposed glazing. The building is well modulated to provide relief on the P.C.H. and 21st Street elevation, and to some degree along the western elevation. The plans include an open courtyard as the common corridor access to the office suites, which further modulates the building, creating an open air feel on the upper floors.

The two parking levels are accessed by separate driveways on 21st Street, using the slope of 21st Street to separately access the upper and lower parking levels. The two parking levels contain a total of 34 parking spaces to provide parking for the net office floor area, and the upper floor contains 5 storage units.



PRECISE DEVELOPMENT PLAN / S.P.A. 8 ZONE COMPLIANCE

The Specific Plan Area zone provides two sets of development standards. This two-tier approach was established to allow development that complies with the first tier standards as a matter of right without a Precise Development Plan. The four development parameters that are subject to this two-tier system are maximum building height, bulk, and size, and minimum landscape coverage. In this case, the project is subject to second tier standards since it exceeds first tier standards for height (greater than 30 feet), bulk (greater than 1:1 F.A.R.), size (greater than 10,000 square feet), and minimum landscape coverage (less than 5%). Based on the S.P.A. 8 guidelines for Planning

Commission review of these four development parameters staff has the following observations and findings:

BUILDING HEIGHT: The building is designed with a maximum height of just below 35 feet at the critical points, which is above the maximum first tier height of 30 feet, but consistent with the maximum second tier height of 35 feet. The pitched roof elements, which give the building a varying roof line, are the prominent parts of the building that project near the 35-foot limit. Otherwise, the building contains a varying roof line that is well below the height limit, especially along the P.C.H. frontage where the building has a two-story appearance and a visible height from the sidewalk of about 30-feet. The property has a fairly significant slope from P.C.H. downward to the west and the building steps down to follow the slope, further giving the building a varied roof line.

BUILDING BULK: The building has a floor area to lot area ratio of 1.24, which exceeds the first tier standard of 1:1. The architecture of the building, however, on the visible east, south and west elevations incorporates features as set forth in the guidelines of the S.P.A. zone to reduce the visual impact of the building and to avoid a "box-like" structure, with generous building modulation, including upper floor step backs, variable roof heights, and decorative exterior features. On the north elevation, however, the elevations show a large cement plaster wall abutting the nonconforming residential apartment, with architectural "reglets" which provide minimal relief.

BUILDING SIZE: In order to comply with the first tier standards for building size, a building must have a maximum gross floor area of 10,000 square feet or less. The proposed building exceeds this standard as it has a gross floor area 10,124 square feet. However, the architecture is consistent with the general guidelines of the S.P.A. 8 zone, as the building incorporates interesting architectural features and materials to give the building a three dimensional quality, and a reasonably scaled two-story appearance from P.C.H..

LANDSCAPING: A preliminary landscape plan is included which shows landscaping at both street frontages and along the westerly property line as required in the buffer area. The landscaping along the P.C.H. is primarily within the excess public right of way area located between the property line and the public sidewalk and measures only 2.5 feet wide along P.C.H. but also includes 10' X 10' pockets at the both the north and south east corners. Along 21st Street the excess right-of-way provides for landscaped area 9-feet in width.

Given that a portion of these landscaped areas are not on the property, the project does not meet the first tier standard of 5% landscape coverage in addition to required buffer areas, but complies with the second tier standard of 2% since 2.1% coverage is provided. The landscape areas provided at the street frontages comply with the 3-foot minimum dimension or equivalent as specified in the SPA zone, with the combination of the areas within the excess street right of way and the landscaped pockets at both the north and south east corners of the property. The landscaping is consistent with the second tier guidelines in that the plan shows mature trees and compensates for the less than 5% on site by providing ample landscaping in the right of way.

The Planning Commission has indicated interest in providing additional landscaped areas along the highway, for example the Lotus dealership includes a 5-foot continuous landscaped setback, and thus may want require a greater depth for this project along P.C.H. Also, the landscaping along P.C.H. should be in a stepped raised planter-- to help modulate the east elevation where a

portion of the subterranean level is exposed. Cal Trans has not been contacted by the applicant regarding use of the right of way for landscaping, and/or planter walls and compliance with landscaping requirements is contingent upon their approval.

Also with respect to the S.P.A. 8 guidelines for Planning Commission review of projects that exceed first tier standards staff has the following observation and findings:

- The exterior of the building is designed with stepping rooflines and stepped features to avoid a massive flat building face. The building is enhanced with architectural features and materials to improve its appearance and function with the exception of the north elevation, which staff is recommending should also be enhanced for consistency with the rest of the building.
- The building complies with the standard for the minimum setback from residentially zoned property by having setbacks from the residential properties to the west of 8 feet at the exposed portion of the subterranean parking level, and 10 feet at second parking level, and 12-feet at the actual first and second stories of the building. While the property to the north is a residential apartment building, it is a nonconforming use in the SPA 8 commercial zone, and the code only requires setbacks to residentially zoned property.
- While the project maximizes the square footage for the relatively small property, the building modulation, varying roof lines, and two-story appearance on the P.C.H frontage will be compatible with neighboring projects, and compatible with surrounding residential uses. However, the north elevation is basically a large concrete wall, with architectural "reglets" as the relief. The building code gives limited options for building modulation or windows when buildings are located at the property line, since it is a common property line where no setback is required. However, staff believes options are certainly available to improve this elevation by using different finishes and building materials, which would be in compliance with the U.B.C.
- Parking spaces meet minimum standards for size and turning area, with the exception of the compact space adjacent to the storage lockers on the upper floor (discussed below).

PARKING PLAN

Based on the proposed 10,124 square foot building, 40 parking spaces are required pursuant to Section 17.44.030 pertaining to parking requirements for general office uses. The applicant is proposing to provide 34 parking spaces. The applicant is requesting consideration of reduced parking requirements, based on net office area rather than gross floor area. 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, however, the applicant is also requesting that the common lobby areas, conference room, common bathrooms, and storage for the office condominiums be excluded from the parking calculation. The applicant is willing to incorporate a restriction the CC and R's for the property to specifically restrict these areas for common use only, precluding their use as private office space. The Commission has recently made a similar determination to exclude such common areas, for the project at 1429 Hermosa Avenue. The principle is the same for this project, as these common areas arguably do not directly contribute to parking demand.

The parking requirements based on floor area and the proposed use is the only parking standard for this project, since the code does not distinguish the office condominium form of ownership as a different use. This method of calculating required parking assumes that parking is available in

common and will be shared amongst all legitimate users of the building. If any of the parking spaces are taken out of the pool of common parking by being assigned to a specific owner or tenant, it would preclude others from using those spaces, thereby diminishing available parking for all building users. Therefore, staff is recommending a condition (consistent with similar projects) that the parking is not assigned to any individual tenants or condominium owners. Also, staff is recommending that a parking management plan be submitted prior to occupancy to address security, parking signage, parking validation, tandem parking, and short-term delivery parking.

TRAFFIC AND PARKING ACCESS

Vehicle access to the site will be from two separate driveways accessing each level of the parking structure. The access points are near existing curb cuts that will have to be relocated as part of the proposed project. Entering the project site from 21st Street is better for traffic safety, and eliminates the need for a new curb cut on P.C.H., a Cal Trans controlled highway. All the parking is accessed through these two separate driveways which allows for access to parking without an internal ramp in the parking structure.

The applicant has submitted a traffic impact analysis prepared by Linscott, Law and Greenspan to address the traffic impact issues of the proposed project, including a CMP compliance assessment, Level of Service (LOS) study of 6 key intersections along Pacific Coast Highway, and a cumulative traffic analysis of the project combined with like projects within the City. The project is expected to generate 19 vehicle trips during the AM and PM peak hours, and 138 vehicle trips on a typical weekday based upon the building occupancy. The traffic analysis concluded that the development and full occupancy of the proposed project will not cause any significant traffic impacts for the nearby study intersections, any significant transportation impacts on the County CMP roadway network, and any significant cumulative traffic impacts. The contract City traffic engineer also reviewed the submitted traffic analysis, found the project to have traffic impacts below any significant threshold, and recommends approval of the traffic analysis. The City traffic engineer also noted that the submitted traffic impact analysis complies with the County CMP guidelines.

The City traffic engineer, however, has the following comments regarding the driveway location and parking:

- The driveway access to the upper parking level is near the P.C.H. intersection, creating potential traffic conflicts at the intersection and, therefore, should be located as far from the intersection as possible.
- Parking stalls at the end of the drive aisles are located adjacent to a wall which may impact egress.
- The proposed parking space adjacent to storage areas (on upper parking level) does not have sufficient back-up space to facilitate egress.

With respect to the driveway location on 21st Street and its proximity to P.C.H., staff has discussed this issue with the Public Works Director, who agrees the design is not ideal, but given the low volumes of traffic generated by this use, and the parking restriction on the north side of the street, that a major redesign regarding access is not necessary. Instead, it is recommended that the applicant work with staff to maximize the distance to this access point. Staff agrees that the parking space adjacent to the storage areas, as designed, does not provide back-up area for a vehicle to turn around and egress in a forward manner without excessive maneuvering.

Therefore, staff is including a condition that this be corrected. This could be done by either eliminating the storage areas, or finding an alternative location for storage, which also could create an additional short term parking space for delivery purposes. Ideally, any storage should be located appurtenant to individual units, as storage should be for office supplies, and not used separately for private storage purposes.

COMMERCIAL CONDOMINIUMS

The condominium form of ownership for commercial buildings is subject to the requirements as set forth in Section 17.22.080 through 17.22.140 of the Zoning Ordinance, including the requirement for a Conditional Use Permit. Also, it requires the approval of a condominium tract map. The guidelines are similar to those required for the Precise Development Plan, with the additional requirement that Covenants Codes and Restrictions (CC&R's) be included in the project to "ensure that potential problems resulting from lack of continuous and centralized management, do not impact upon the public health, safety and welfare." Specific provision to be included in the CC&R's are set forth in Section 17.22.120. Therefore, as noted above the project conforms to the PDP standards of the zone, and it also conforms to the commercial condominium standards. The building will contain 21 office condominiums. Given the floor plan layout of the units, the units will most likely be sold separately and individually. Approval of the condominium tract map will make condominium sales an option for the developer, but certainly does not require or guarantee that each individual unit will be sold to separate sole proprietors. The applicant also is requesting that the tract map include up to 5 additional for sale condominium storage areas. Given that storage as a stand alone use is not permitted in the SPA 8 zone, staff is including a condition that the condominiums be limited to the 21 office units only, and that any storage will have to be sold in conjunction with and tied to a specific unit or set aside as common, where access and use is determined by the condominium association.

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

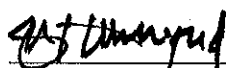
1. The applicant shall work with staff to provide architectural relief to the north building elevation.
2. Re-design the parking layout on level one to provide adequate back-up space to facilitate egress for the compact space adjacent to the storage locker. This can be accomplished by eliminating, reducing, or relocating the proposed storage areas.
3. No separate condominium units for storage purposes and storage units must be tied by ownership to a specific office unit, or owned in common.
4. The applicant shall work Public Works Department regarding the precise design and location of the access driveways to the parking levels, including maximizing the distance from P.C.H. and parking/stopping restrictions and/or pavement curb markings necessary on 21st Street for sight distance. Civil drawings shall be coordinated with the site plan and landscape plan regarding driveway slope and sight distance.
5. The applicant shall work with staff regarding the use of stepped landscape planters, providing sufficient width to accommodate trees and shrubs and sufficient height to reduce the "wall" affect at the pedestrian edge of the southeast side of the building.. Also, CalTrans approval must be secured for landscaping/planter walls in the P.C.H. right-of-way prior to zoning approval. Otherwise the plans will have to be modified with an increased setback to provide required landscaping on the project site.

6. All available parking shall be shared amongst the occupants of the buildings on site, and owned in common, which shall be clearly set forth in project CC & R's, and no parking spaces shall be assigned for exclusive use by any owner, occupant, or tenant.
7. A parking management plan shall be submitted to address security, signage, validation, short-term parking for deliveries, etc.
8. Decorative paving surfaces shall be provided for the entries into the parking area and main pedestrian entry with the site plan coordinated with the landscape plan.
9. Office condominiums limited to general office uses as listed in C-3 zone and shall not include medical clinics, or retail uses. Residential use strictly prohibited. CC & R's shall include provisions to regulate uses. Separate storage condominiums are not allowed, and any storage areas must be tied to a specific condominium unit, unless owned in common.
10. CC and R's shall include provisions that clearly identify common areas, including the common conference room, that are owned in common, and prohibit their use for office purposes or any other private use.
11. Install no right-turn signs at the driveway exits, thereby directing traffic to P.C.H.
12. Install appropriate pavement marking (i.e. stop bar with STOP legend) on the project drive aisle just north of the public sidewalk to ensure motorists stop prior to the sidewalk before exiting the site
13. Provision of a decorative block wall along the westerly property line adjacent to the residential properties.
14. Final plans to identify all critical height points, maximum and proposed.
15. The applicant shall work with staff to incorporate green building standards in the building construction, such as energy efficient glazing, heating and ventilation systems, and tankless water heaters, and cool roofs.



Ken Robertson
Senior Planner

CONCUR:



Sol Blumenfeld, Director
Community Development Department

Attachments

1. Proposed Resolution
2. Correspondence
3. Location Maps
4. Photos
5. Initial Study Checklist
6. Traffic Impact Analysis (excerpt)

P.C. RESOLUTION 07-

1
2 **A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF HERMOSA**
3 **BEACH, CALIFORNIA, APPROVING A PRECISE DEVELOPMENT PLAN TO**
4 **CONSTRUCT A NEW 10,124 SQUARE FOOT THREE-STORY COMMERCIAL**
5 **OFFICE BUILDING WITH TWO LEVELS OF BASEMENT PARKING; A**
6 **CONDITIONAL USE PERMIT FOR A COMMERCIAL CONDOMINIUM AND**
7 **VESTING TENTATIVE TRACT MAP NO. 67877 TO DIVIDE THE BUILDING INTO**
8 **21 OFFICE CONDOMINIUM UNITS; AND, A PARKING PLAN TO BASE PARKING**
9 **REQUIREMENTS ON THE NET OFFICE FLOOR AREA , AND A MITIGATED**
10 **NEGATIVE DECLARATION OF ENVIRONMENTAL IMPACTS, LOCATED ON**
11 **PROPERTY AT 2101 PACIFIC COAST HIGHWAY AND LEGALLY DESCRIBED AS**
12 **LOT 18 AND 19 HERMOSA VIEW TRACT #1**

13
14 The Planning Commission of the City of Hermosa Beach does hereby resolve and order as follows:

15 Section 1. An application was filed by Redondo Pointe Partners, LLC owner of property at 2101 Pacific Coast Highway seeking approval of a Precise Development Plan, and Conditional Use Permit to construct a commercial office condominium building containing 21 office units, and a Parking Plan for reduced parking requirements based on net office floor area

16 Section 2. The Planning Commission conducted a duly noticed public hearing to consider the subject application on March 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:

17 1. The subject site is located on the west side of Pacific Coast Highway at the north east corner of P.C.H. and 21st Street. The property is currently vacant, and seasonally used for pumpkin and Christmas tree sales.

18 2. The project involves the construction of a two story building with two levels of basement parking. The building includes two levels of parking with separate access driveways from 21st Street. The total net floor area for office uses, excluding common areas and the common lobby areas, is proposed to be 8,369 square feet.

19 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

20 4. The office uses are subject to the parking requirements of Section 17.44 which require 4 parking spaces per 1,000 square feet of gross floor area. This results in a parking requirement of 40 spaces. There are 34 spaces proposed on site.

21 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, excluding common

1 lobby areas and bathrooms and a common conference room, which would yield a requirement of
2 34 spaces.

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

6 1. Pursuant to the guidelines in Section 17.38.400 of the Zoning Ordinance for review
7 of projects that exceed first tier standards in the SPA 8 zone, The overall building and project
8 design as conditioned is of a superior quality, is compatible with surrounding properties and is
9 designed in scale with the community. In making this finding, the Planning Commission has
10 determined that:

11 a. The exterior of the building is designed with varying rooflines, modulation, and
12 stepped features to avoid a massive flat building faces. The building is enhanced with
13 architectural features and materials to improve its appearance and function.

14 b. A landscaped plan is included which shows ample and generous landscaping at both
15 street frontages and along the westerly property line. The landscape areas provided at the
16 street frontages comply with the 3-foot minimum dimension as specified in the SPA zone.
17 A 5-foot landscaped buffer is provided, as required, along the westerly property line of the
18 parking lot, which is comprised of shrubs and mature trees as required.

19 c. The building will be compatible with neighboring projects, and the character of
20 both Pacific Coast Highway and the residential neighborhood to the west.

21 2. The general criteria of Hermosa Beach Municipal Code Section 17.38.400(C) for
22 granting or conditionally granting a Precise Development Plan in the S.P.A. 7 zone have been
23 considered. In making this finding, the Planning Commission has determined that:

24 a. The proximity of the project to existing residential uses will not result in negative
25 effects with incorporation of the conditions below.

26 b. The project provides all required off-street parking for the net office area which
27 accurately represents the parking needs for the project.

28 c. The use proposed is compatible with those in the surrounding the area.

29 d. 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 that the
development and full occupancy of the proposed project will not cause any
significant traffic impacts for the nearby study intersections, any significant
transportation impacts on the County CMP roadway network, and any significant
cumulative traffic impacts.

- 1 e. Building and driveway orientation is appropriate to minimize noise and traffic
2 impacts on nearby residential areas.
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4 f. The project will not result in adverse noise, odor, dust or vibration environmental
5 impacts.
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7 g. The proposed use will not result in an adverse impact on the City's infrastructure
8 and/or services.

9 3. The requirements of Hermosa Beach Municipal Code Section 17.44.210 for granting
10 a Parking Plan have been considered and are satisfied by the proposal. In making this finding, the
11 Planning Commission has determined that:

- 12 a. The building includes unique features, in that common area that normally is counted
13 in the gross square footage for bathrooms, a conference room, and lobbies, do not
14 contribute to parking demand, and the applicant is willing to permanently restrict
15 these areas for common use only.
16 b. The parking requirement, therefore, can be based on the net floor area that is devoted
17 specifically to general office uses.

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

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

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

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

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

- 29 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.
b. The project will not have significant environmental adverse impacts.

Section 4. Environmental Review.

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

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

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

- 19 **1. The development and continued use of the property shall be substantially consistent**
20 **with submitted plans as reviewed by the Planning Commission at their meeting of**
21 **March 20, 2007, incorporating all revisions as required by the conditions below. Any**
22 **major modification shall be subject to review and approval of the Planning**
23 **Commission. Minor modifications may be approved by the Community Development**
24 **Director but shall not be final until confirmed by the Planning Commission as a**
25 **consent calendar item on the Commission agenda.**
- 26 **2. Final plans for building permit issuance shall be revised to incorporate the following.**
 - 27 **a. The applicant shall enhance the north elevation to provide architectural relief to**
28 **the satisfaction of the Community Development Director.**
 - 29 **b. The parking layout on parking level one shall be revised to provide adequate back**
up space to facilitate egress of the compact space adjacent to the storage locker, by
either eliminating, reducing, or relocating the storage lockers.
 - c. The applicant shall work Public Works Department regarding the precise design**
and location of the access driveways to the parking levels, including maximizing
the distance from P.C.H. and parking/stopping restrictions and/or pavement curb
markings necessary on 21st Street for sight distance. Civil drawings shall be
coordinated with the site plan and landscape plan regarding driveway slope and
sight distance.
 - d. No right-turn signs shall be installed at driveway exits onto 21st Street.**

- 1 e. Install appropriate pavement marking (i.e. stop bar with STOP legend) on the
2 project drive aisle just north of the public sidewalk to ensure motorists stop prior
3 to the sidewalk before exiting the site.
- 4 f. The applicant shall work with staff to incorporate green building standards in the
5 building construction, such as energy efficient glazing and heating and ventilation
6 systems, tankless water heaters, and cool roofs.
- 7 g. A decorative block wall shall be provided along the westerly property line.
- 8
- 9 3. A revised detailed landscape plan for on-site, and off-site landscaping, consistent with
10 the conceptual plan shall be submitted for review and approval by the Community
11 Development Director prior to issuance of building permits incorporating the
12 revisions below:
- 13 a. Decorative surfaces shall be provided at driveway entry areas and at the
14 pedestrian entry areas consistent with the submitted plan.
- 15 b. The applicant shall work with staff regarding the use of raised landscaped
16 planters, and providing sufficient width to accommodate trees and shrubs. Also,
17 CalTrans approval must be secured for landscaping/planter walls in the P.C.H.
18 right-of-way prior to zoning approval. Otherwise the plans will have to be
19 modified with an increased setback to provide required landscaping on the
20 project site.
- 21 4. Storage lockers or storage areas shall not be separate condominium units, and any
22 storage areas therefore must be tied by ownership to a specific office unit, or owned
23 in common with the CC and R's specifying how their accessed and used.
- 24 5. All available parking shall be shared amongst the occupants/owners, owned in
25 common and available for free to users of the building; no parking spaces shall be
26 assigned for exclusive use by any owner, occupant, or tenant.
- 27 6. A parking management and operations plan shall be submitted for review and
28 approval by the Planning Commission, regarding parking operations, efficiency,
29 signage, short-term parking for deliveries, 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.

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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 or restriction 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 the common conference room, common lobbies and other common areas cannot be converted to condominium office space.
 11. 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.
 12. 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.
 13. 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.
 14. 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 21st Street frontage.
 15. 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

1 **Municipal Code, including the requirement to obtain an encroachment permit from**
2 **the Public Works Department.**

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

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

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

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

15 **20. The lots that comprise the subject property shall be merged**

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

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

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

23 **24. Permittee shall defend, indemnify and hold harmless the City, it agents, officers, and**
24 **employees from any claim, action, or proceeding against the City or its agents,**
25 **officers, or employee to attack, set aside, void or annul this permit approval, which**
26 **action is brought within the applicable time period of the State Government Code.**
27 **The City shall promptly notify the permittee of any claim, action, or proceeding and**
28 **the City shall cooperate fully in the defense. If the City fails to promptly notify the**
29 **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.

25. 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

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

26. 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:
 NOES:
 ABSTAIN:
 ABSENT:

CERTIFICATION

I hereby certify the foregoing Resolution P.C. No. 07- 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 March 20, 2007.

Kent Allen, Chairman

Sol Blumenfeld, Secretary

March 20, 2007
Date

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March 15, 2007

Sol Blumenfeld, Director
Community Development Department, Planning Division
City of Hermosa Beach

RECEIVED

MAR 15 2007

COMMUNITY DEV. DEPT.

Re: 2101 Pacific Coast Highway

I would like to express my serious concern regarding parking for the new office condos. I am the owner and manager of 2309 Pacific Coast Highway. I have sixteen office condos and have been here since 1979.

The parking is a huge problem. While we make our best effort to rent to businesses that require little or no customer parking. There is not enough parking for customers or employees of all the surrounding buildings. We require all extra employees to park on the street, which includes P.C.H. and the neighborhood. Because the west side of P.C.H. loses the parking lane at 3 p.m., employees tend to avoid parking on that side of the street.

Our office suites are approximately 465 sq ft. It our experience that each suite has at least two to three people working in them. While you would like to believe that people follow directions and park only in available or assigned parking, this is not the case. Many tend to park where it is convenient for them. Everyday we kick numerous people off our customer lot. This includes customers of the 2401 building, the AES and Rockland building, employees of our building, etc. We have than four red and white signs designating our lot for customers of our building only. When we tell people that our lot is for our customers only, most people are rude and confrontational. Some actually ignore us because they know we can't tow them in time. This leaves no parking for customers of our building.

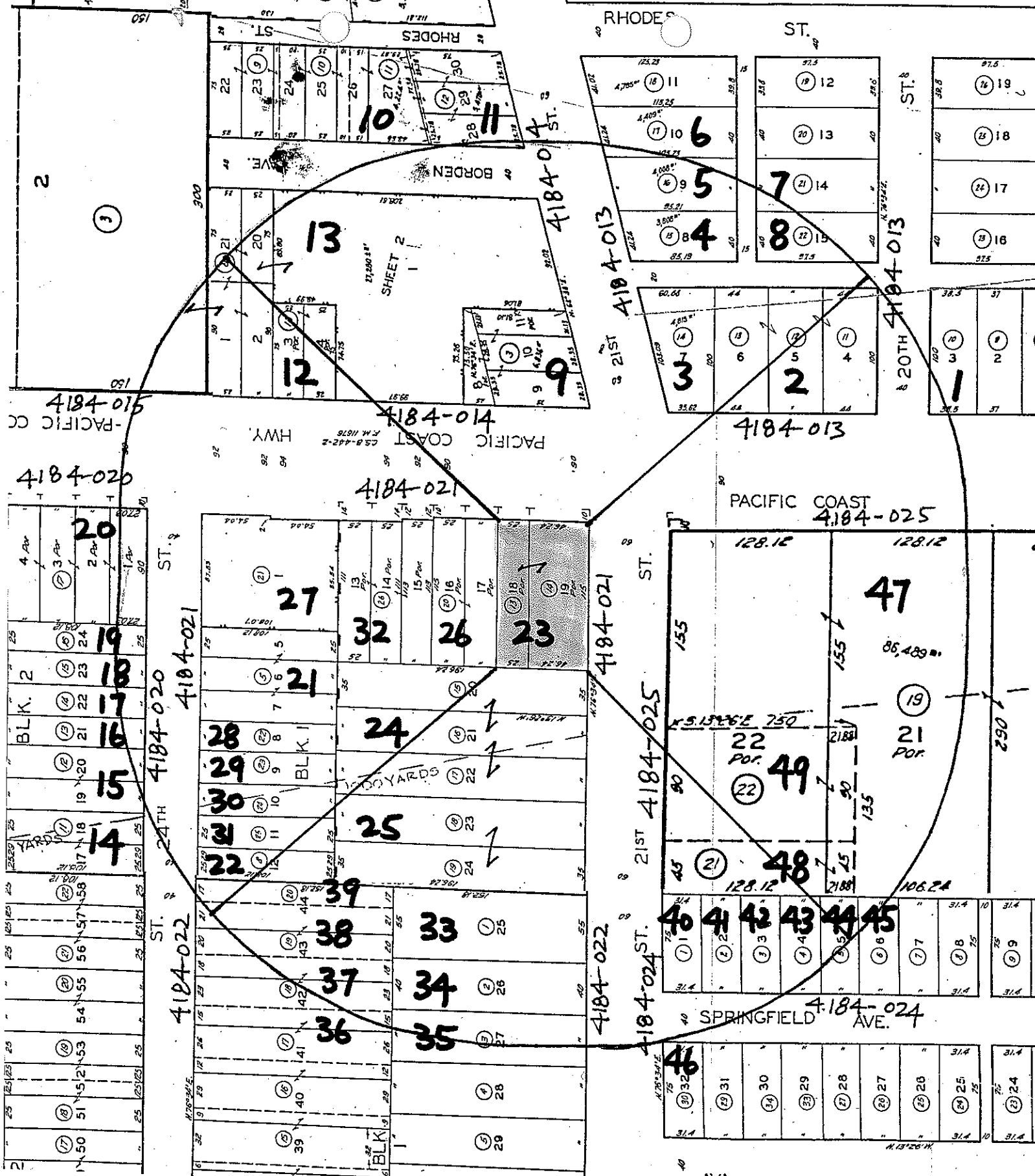
I think an improvement to the subject lot is a great idea. My concern is that there is absolutely not enough parking now. This project must provide ample parking and it still may cause a bad problem to turn into a nightmare for the surrounding businesses and homeowners.

Thank you for your consideration,

A handwritten signature in black ink that reads 'Clifton R. Warren'. The signature is written in a cursive style with a long horizontal line extending to the right.

Clifton R. Warren
2309 Pacific Coast Highway

¹⁶
Property Management Division
2309 Pacific Coast Highway - Suite 201 • Hermosa Beach, Ca. 90254
(310) 372-5774 • Fax (310) 379-7208



ADDRESS: 2101 PACIFIC COAST HWY

SCALE 1" = 100'

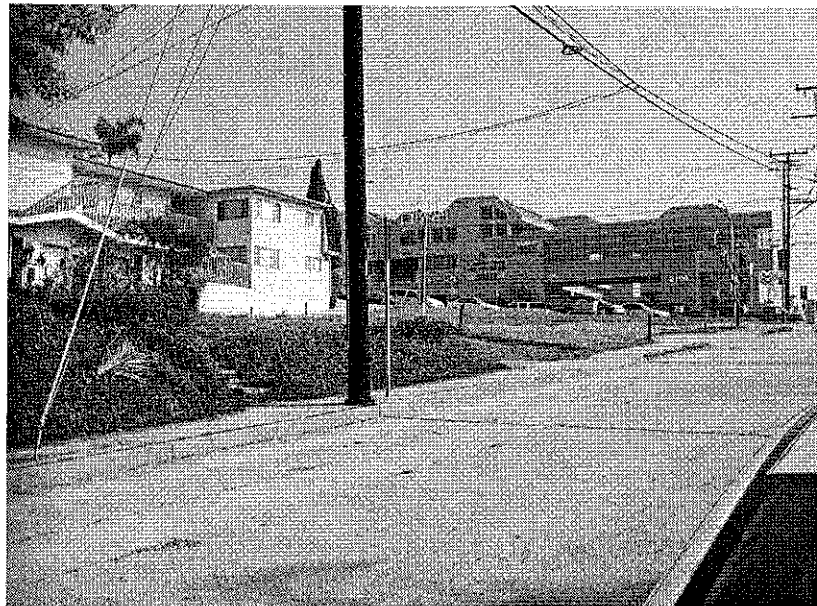
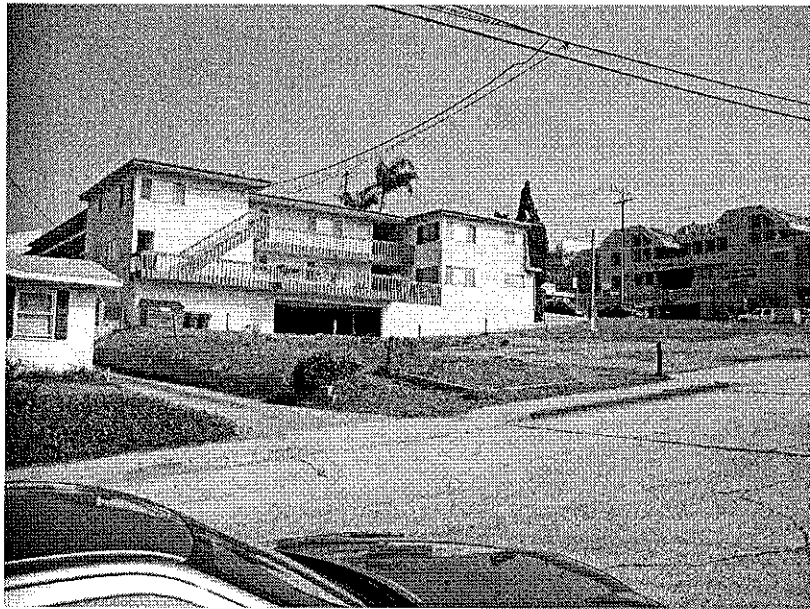
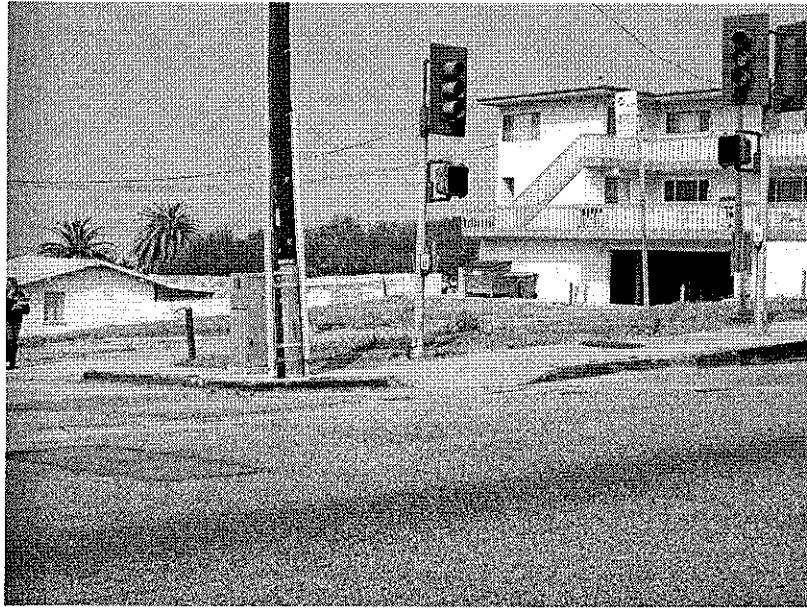
17



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



2101 Pacific Coast Highway





2101 P.C.H. posting

Issues (and Supporting Information Sources):

Potentially Significant Impact	Potentially Significant Unless mitigation Incorporated	Less Than Significant Impact	No Impact
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ENVIRONMENTAL CHECKLIST FORM

- Project Title:** PDP 07-2, CON07-2; PARKING PLAN 07-2, VTTM #67877:
- Project Location:** 2101 Pacific Coast Highway
- Project Sponsor:** Redondo Pointe Partners LLC – c/o Brad Scott
525 South Douglas Street, #200
El Segundo, CA 90245
- Lead Agency:** City of Hermosa Beach
1315 Valley Drive
Hermosa Beach, CA 90254
- Contact Person:** Ken Robertson, Senior Planner - (310) 318-0242
- General Plan Designation:** General Commercial
- Zoning:** C-2
- Description of Project:** Conditional Use Permit, Precise Development Plan and Vesting Tentative Tract Map No. 67877 for a new 10,000 square foot two story general office building with two levels of basement parking divided into up to 26 commercial condominium units a Parking Plan to base parking requirements on the net office floor area (i.e. excluding common lobbies, restrooms and conference areas).

Surrounding Land Uses and Settings: Medium and High density residential uses are located on adjacent properties to the north and west, and south across 21st Street. P.C.H. is zoned for commercial purposes from 21st north to Artesia Boulevard, and contains commercial uses with the exception of the nonconforming apartment building immediately to the north of the subject site.
- 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
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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.

- | | | |
|--|--|--|
| <input type="checkbox"/> Land Use and Planning | <input checked="" type="checkbox"/> Transportation/Circulation | <input type="checkbox"/> Public Services |
| <input type="checkbox"/> Population and Housing | <input type="checkbox"/> Biological Resources | <input type="checkbox"/> Utilities and Service Systems |
| <input type="checkbox"/> Geological Problems | <input type="checkbox"/> Energy and Mineral Resources | <input type="checkbox"/> Aesthetics |
| <input type="checkbox"/> Water and Water Quality | <input type="checkbox"/> Hazards | <input type="checkbox"/> Cultural Resources |
| <input type="checkbox"/> Air Quality | <input type="checkbox"/> Noise | <input type="checkbox"/> Recreation |
| | <input type="checkbox"/> 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.


Signature

2/8/07
Date

Ken Robertson
Printed Name

Staff Review Committee
For

Issues (and Supporting Information Sources):

Potentially Significant Impact	Potentially Significant Unless mitigation Incorporated	Less Than Significant Impact	No Impact
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I. LAND USE AND PLANNING. *Would the proposal:*

- | | | | | |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a) Conflict with general plan designation or zoning? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b) Conflict with applicable environmental plans or policies adopted by agencies with jurisdiction over the project? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| c) Be incompatible with existing land use in vicinity? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| d) Affect agricultural resources or operations (e.g. impacts to soils or farmlands, or impacts from incompatible land uses)? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| e) Disrupt or divide the physical arrangement of an established community (including a low income or minority community)? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

I-a thru e: The project site is designated General Commercial and zoned S.P.A-8 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? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b) Induce substantial growth in an area either directly or indirectly (e.g. through projects in an undeveloped area or extension of major infrastructures)? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| c) Displace existing housing, especially affordable housing? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

Iia-c The project will replace an existing vacant property with a commercial use, which will 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
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III. GEOLOGIC PROBLEMS.

Would the proposal result in or expose people to potential impacts involving:

a) Fault rupture?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Seismic ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Seiche, tsunami, or volcanic hazard?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Landslides or mudflows?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Erosion, changes in topography or unstable soil conditions from excavation, grading, or fill?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g) Subsidence of the land?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h) Expansive soil?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
I) Unique geologic or physical features?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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
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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 of 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? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| b) Exposure of people or property to water related hazards such as flooding? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| c) Discharge into surface waters or other alteration of surface water quality (e.g. temperature, dissolved oxygen or turbidity)? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| d) Changes in the amount of surface water in any water body? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| e) Changes in currents, or the course or direction of water movements? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 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? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| g) A significantly harmful increase in the flow rate or volume of storm water runoff? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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.)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
j.) Harm to the biological integrity of drainage systems and water bodies?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
l) Altered direction or rate of flow of groundwater?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
m) Impacts to groundwater quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
n) Substantial reduction in the amount of groundwater otherwise available for public water supplies?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

IV-a The proposed project will cover a significant portion of the subject property with impervious surfaces. The project, 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Expose sensitive receptors to pollutants?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Alter air movement, moisture, or temperature, or cause any change in climate?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Create objectionable odors?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Issues (and Supporting Information Sources):	Potentially Significant Impact	Potentially Significant Unless mitigation Incorporated	Less Than Significant Impact	No Impact
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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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b)	Hazards to safety from design features (e.g. sharp curves or dangerous intersections) or incompatible uses (e.g. farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c)	Inadequate emergency access or access to nearby uses?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d)	Insufficient parking capacity on-site or off-site?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e)	Hazards or barriers for pedestrians or bicyclists?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f)	Conflicts with adopted policies supporting alternative transportation (e.g. bus turnouts, bicycle racks)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g)	Rail, waterborne or air traffic impacts?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

VI-a The timing, volume, and pattern of vehicle trips will b increased, 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 the applicant is proposing to base parking requirements on net floor area rather than gross floor area. Given that areas to be excluded from the parking calculation in common area lobbies, common bathrooms, etc, this is not anticipated to be significant if mitigated with a covenant or deed restriction, and further mitigation that all parking be on a first come/first serve basis.

Issues (and Supporting Information Sources):

Potentially Significant Impact	Potentially Significant Unless mitigation Incorporated	Less Than Significant Impact	No Impact
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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)? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b) Locally designated species (e.g. heritage trees) ? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| c) Locally designed natural communities (e.g. oak forest, coastal habitat, etc.)? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| d) Wetland habitat (e.g. marsh, riparian and vernal pool)? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| e) Wildlife dispersal or migration corridors? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

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? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b) Use non-renewable resources in a wasteful an inefficient manner? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 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? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

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
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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)? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b) | Possible interference with an emergency response plan or emergency evacuation plan? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| c) | The creation of any health hazard or potential health hazard? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| d) | Exposure of people to existing sources of potential health hazards? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| e) | Increased fire hazard in areas with flammable brush, grass, or trees? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

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? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| b) | Exposure of people to severe noise levels? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

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? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| b) Police protection? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| c) Schools? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| d) Maintenance of public facilities, including roads? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| e) Other governmental services? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

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? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| b) Communications systems? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| c) Local or regional water treatment or distribution facilities | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| d) Sewer or septic tanks? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| e) Storm water drainage? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| f) Solid waste disposal? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

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? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|--------------------------------------|--------------------------|--------------------------|-------------------------------------|--------------------------|

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? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| b) Have a demonstrable negative aesthetic effect? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| c) Create light or glare? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

XIII-a. The development will be a higher profile building than the existing undeveloped site, 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 the 30-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 to replace the unsightly unimproved site, which is often used for temporary uses.

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? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b) Disturb archaeological resources? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| c) Affect historical resources? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| d) Have the potential to cause a physical change which would affect unique ethnic cultural values? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

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:

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.

A covenant shall be recorded with the property to ensure that all areas designated for common use including lobbies, bathrooms, and conference room, are not used for private office space.

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NATURAL RESOURCES
(State Designated Form)

ENVIRONMENTAL INFORMATION FORM

(To be completed by applicant)

RECEIVED

Type or Print Legibly

NOV 20 2006

Date Filed COMMUNITY DEV. DEPT.

GENERAL INFORMATION

1. Name and address of developer or project sponsor: Redondo Pointe Partners, LLC
Attn: Brad Scott, 525 So. Douglas St., #200, ElSegundo, Ca. 90245
2. Address of Project: 2101 Pacific Coast Hwy. (NW corner of 21st & PCH)
3. Name, address, and telephone number of person to be contacted concerning this project: Elizabeth Srour/Srour & Associates, LLC, 1001 6th St., MB, 90266, 310/372-8433
4. Indicate number of the permit application for the project to which this form pertains: _____
5. List and describe any other related permits and other public approvals required for this project, including those required by city, regional, state and federal agencies: Approval VTTM 67877
CUP, Precise DEvelopment Plan, Environmental Review for up to 26 commercial
6. Existing zoning district: SPA 8 condominium units
7. Proposed use of site (Project for which this form is filed): New commercial condominium
complex with a maximum of 26 condominium units

PROJECT DESCRIPTION

8. Site size: 8185.75 sf
9. Square footage: 8369 sf office use: including stairways, lobby, mechanical & maintenance areas
10. Number of floors of construction: two levels of office use over two garage levels
11. Amount of off-street parking provided: 34 spaces required & 34 spaces provided
12. Attach plans.

13. Proposed scheduling: pending issuance of building permit
14. Associated projects: _____
15. Anticipated incremental development: _____
16. If residential, include the number of units, schedule of unit sizes, and type of household size expected: NA
17. If commercial, indicate the type, whether neighborhood, city or regionally orientated square footage of sales area, and loading facilities: _____
18. If industrial, indicate type, estimated employment per shift, and loading facilities: NA
19. If institutional, indicate the major function, estimated employment per shift, estimated occupancy, loading facilities, and community benefits to be derived from the project: NA
20. If the project involves a variance, conditional use or rezoning application, state this and indicate clearly why the application is required: VITM 67877 approval for ^{up to} 26 commercial condominium units, CUP, Precise Development plan, Environmental review

Are the following items applicable to the project or its effects? Discuss below all items checked yes (attach additional sheets as necessary).

- | YES | NO | |
|-------|-------------------------------------|--|
| _____ | <input checked="" type="checkbox"/> | 21. Change in existing features of any bays, tidelands, beaches, lakes or hills or substantial alteration of ground contours. |
| _____ | <input checked="" type="checkbox"/> | 22. <input checked="" type="checkbox"/> Change in scenic views or vistas from existing residential areas or public lands or roads. |
| _____ | <input checked="" type="checkbox"/> | 23. Change in pattern, scale or character of general area of project. |
| _____ | <input checked="" type="checkbox"/> | 24. <input checked="" type="checkbox"/> Significant amounts of solid waste or litter. |
| _____ | <input checked="" type="checkbox"/> | 25. <input checked="" type="checkbox"/> Change in dust, ash, smoke, fumes or odors in vicinity. |
| _____ | <input checked="" type="checkbox"/> | 26. <input checked="" type="checkbox"/> Change in ocean, bay, lake, stream or ground water quality or quantity, or alteration of existing drainage patterns. |

- 27. * Substantial change in existing noise or vibration levels in the vicinity.
- 28. Site on filled land or on slope of 10 percent or more.
- 29. Use or disposal of potentially hazardous materials, such as toxic substances, flammables or explosives.
- 30. * Substantial change in demand for municipal services (police, fire, water, sewage, etc.).
- 31. * Substantially increase fossil fuel consumption (electricity, oil, natural gas, etc.).
- 32. Relationship to a larger project or series of projects.

ENVIRONMENTAL SETTING

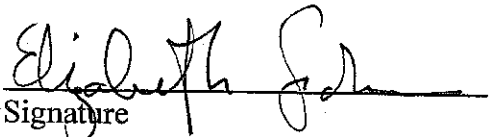
33. Describe the project site as it exists before the project, including information on topography, soil stability, plants and animals, and any cultural, historical or scenic aspects. Describe any existing structures on the site, and the use of the structures. Attach photographs of the site. Snapshots or polaroid photos will be accepted.

SEE ATTACHED NARRATIVE

34. Describe the surrounding properties, including information on plants and animals and any cultural, historical or scenic aspects. Indicate the type of land use (residential, commercial, etc.), intensity of land use (one-family, apartment houses, shops, department stores, etc.). Attach photographs of the vicinity. Snapshots or polaroid photos will be accepted.

CERTIFICATION: I hereby certify that the statements furnished above and in the attached exhibits present the data and information required for this initial evaluation to the best of my ability, and that the facts, statements, and information presented are true and correct to the best of my knowledge and belief.

DATE 11.20.06


Signature

NOTE: Authority cited: Sections 21803 and 21807, Public Resources Code.
Reference: Sections 21000-21176, Public Resources Code.



Trammell Hartzog, President
Jerry Crabill, P.E. (Retired)
Gerald Stock, P.E.,
Executive Vice President

275 Centennial Way
Suite 208
Tustin, CA 92780

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FAX: (714) 731-9498

www.hartzog-crabill.com

March 10, 2007

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- 2101 Pacific Coast Highway Office Condominiums

Dear Mr. Robertson,

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

- The project is described as an Office Condominium development consisting of twenty-one for-sale units comprising 25,303 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 six (6) intersections were studied. Were the study intersections based upon input from City staff? Having raised that question, I believe that 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 eight (8) planned and/or approved (cumulative projects) based upon discussions with City staff.
- The study concluded that five of the six 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.
- Table 2-1 states that the two parking levels total 12,746 sf. However, when adding the sf stated for each level, the total is 12,446 sf. The study should

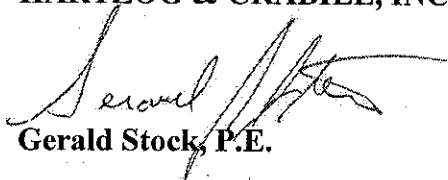
correct this minor computational error.

- The project traffic trip distribution pattern shown on Figure 5-1 is appropriate under normal marketing strategies. However the study states that the office condominiums will be marketed to local residents currently operating businesses within the Hermosa Beach area and/or work out of their homes. This comment is more of an observation as opposed to a correction/comment as should the proposed marketing strategies come to fruition, the traffic impacts will be further reduced.
- The intersection of Pacific Coast Highway at Artesia Boulevard/Gould Avenue currently operates at LOS F during the AM peak hour. However, the change in volume to capacity ratio due to the proposed project is zero and therefore no significant impact results.
- The site plan indicates that one of the two proposed driveways accessing the development is located near the intersection of 21st at Pacific Coast Highway. Driveways shall be located as far from intersections as possible and consideration of relocating access points should be considered.
- The study should discuss possible sight distance restrictions for vehicles exiting the westerly driveway.
- The most southeasterly parking space on parking level 2 is located adjacent to a wall and may impact egress. The study should look at ingress and egress to and from all parking spaces.
- The two most westerly parking spaces on parking level 1 are located adjacent to a wall and may impact egress. The study should look at ingress and egress to and from all parking spaces.
- The proposed parking space adjacent to the storage lockers on parking level 1 does not appear to have sufficient back-up space to facilitate egress. Passenger turning templates shall be used to ensure that sufficient space is provided. In addition, said parking space appears to block access to the storage lockers.
- The parking analysis concluded that a total of 34 on-site parking spaces are required per the City Municipal Code. A total of 34 on-site parking spaces are proposed.

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.

Mr. Ken Robertson, AICP

March 10, 2007

Page 3 of 2

Vice President

City & Traffic Engineering Services

Hermosa Beach – 2101PCH Project

12.0 SUMMARY OF FINDINGS AND CONCLUSIONS

- **Project Description** – The Project includes the construction of a two-story building totaling 25,303 square-feet (SF) that consists of 8,369 SF of office space, 4,188 SF of common space and 12,746 SF for a 34-space two-level parking garage. The project is expected to be completed by the Year 2009. The project site is a rectangular-shaped parcel of land located at 2101 Pacific Coast Highway in the City of Hermosa Beach, California. The subject property is located on the northwest corner of Pacific Coast Highway and 21st Street.
- **Study Scope** – The following six intersections were selected for detailed peak hour level of service analyses under Existing (Year 2007) Traffic Conditions, Year 2009 Background Traffic Conditions and Year 2009 Future Background plus Project Traffic Conditions:
 1. Pacific Coast Highway at Artesia Boulevard/Gould Avenue
 2. Pacific Coast Highway at 21st Street
 3. Pacific Coast Highway at 16th Street
 4. Ardmore Avenue at 21st Street
 5. Prospect Avenue at Artesia Boulevard
 6. Prospect Avenue at 21st Street

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** – Five of the six 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. Pacific Coast Highway at Artesia Boulevard/Gould Avenue currently operates at LOS F during the weekday AM peak commute hour.
- **Project Trip Generation** – On a typical weekday, the proposed Project is expected to generate 138 daily trips, with 19 trips (17 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** – Eight (8) related projects were considered as part of the cumulative traffic analysis. These eight related projects are all located in the City of Hermosa Beach. On a typical weekday, the eight related projects are expected to generate a combined total of 7,833 daily trips on a “typical” weekday, with 330 trips (225 inbound and 105 outbound) forecast during the AM peak hour, and 633 trips (304 inbound and 329 outbound) during the PM peak hour.

- ***Year 2009 Future Background Traffic Conditions*** – An analysis of future (Year 2009) background traffic conditions indicates that one of the six key study intersections, Pacific Coast Highway at Gould Avenue/Artesia Boulevard, is projected to continue to operate at LOS F during the AM peak hour. The remaining five key study intersections are forecast to operate at LOS D or better during the AM and PM peak hours with the addition of ambient traffic growth and cumulative project traffic.
- ***Year 2009 Future Traffic Conditions Plus Project*** – The results of traffic analysis indicates the proposed Project will not significantly impact any of the six key study intersections, when compared to the City of Hermosa Beach LOS standards and significant impact criteria specified in this report. 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 Project will not adversely affect any CMP arterial monitoring intersections or freeway monitoring locations. Therefore, no improvements/mitigation measures are required of this project at the CMP study intersection of Pacific Coast Highway at Gould Avenue/Artesia Boulevard.
- ***City Code Parking Requirements*** – The required number of parking spaces for the Project, based on City parking code, total 34 spaces. With a proposed parking supply of 34 parking spaces, the Project satisfies the City parking code requirements.

height calc 2101 pch

2101P.C.H.				03/14/2007			
Elev. Pt. A	92			Elev. Pt. A	92		
Elev. Pt. B	102.4			Elev. Pt. B	102.4		
Length A-B	114.94			Length A-B	114.94		
Length A-AB'	14.46			Length A-AB'	29.02		
	<i>Elev. AB':</i>	93.3083696			<i>Elev. AB':</i>	94.62578737	
Elev. Pt. C	100			Elev. Pt. C	100		
Elev. Pt. D	108.01			Elev. Pt. D	108.01		
Length C-D	114.94			Length C-D	114.94		
Length C-CD'	14.46			Length C-CD'	29.02		
	<i>Elev. CD':</i>	101.007696			<i>Elev. CD':</i>	102.0223612	
Length AB'-CD'	71.23			Length AB'-CD'	71.23		
Length AB'-CP1	8.23			Length AB'-CP1	62.23		
	<i>Elev. CP1:</i>	94.1979591			<i>Elev. CP1:</i>	101.0877948	
Height Limit	35			Height Limit	35		
Max. Hgt. @ CP1:	129.1979591			Max. Hgt. @ CP2:	136.087795		
Elev. Pt. A	92			Elev. Pt. A	92		
Elev. Pt. B	102.4			Elev. Pt. B	102.4		
Length A-B	114.94			Length A-B	114.94		
Length A-AB'	66.96			Length A-AB'	91.52		
	<i>Elev. AB':</i>	98.0586741			<i>Elev. AB':</i>	100.2809118	
Elev. Pt. C	100			Elev. Pt. C	100		
Elev. Pt. D	108.01			Elev. Pt. D	108.01		
Length C-D	114.94			Length C-D	114.94		
Length C-CD'	66.96			Length C-CD'	91.52		
	<i>Elev. CD':</i>	104.666344			<i>Elev. CD':</i>	106.3778946	
Length AB'-CD'	71.23			Length AB'-CD'	71.23		
Length AB'-CP1	5			Length AB'-CP1	61.5		
	<i>Elev. CP1:</i>	98.5225004			<i>Elev. CP1:</i>	105.5450482	
Height Limit	35			Height Limit	35		
Max. Hgt. @ CP3:	133.5225004			Max. Hgt. @ CP4:	140.545048		
Elev. Pt. A	92						
Elev. Pt. B	102.4						
Length A-B	114.94						
Length A-AB'	78.75						
	<i>Elev. AB':</i>	99.1254568					
Elev. Pt. C	100						
Elev. Pt. D	108.01						
Length C-D	114.94						
Length C-CD'	78.75						
	<i>Elev. CD':</i>	105.487972					
Length AB'-CD'	71.23						
Length AB'-CP1	13						
	<i>Elev. CP1:</i>	100.286663					
Height Limit	35						
Max. Hgt. @ CP5:	135.2866627						