

CALIFORNIA COASTAL COMMISSION

South Coast Area Office
200 Oceangate, 10th Floor
Long Beach, CA 90802-4302
(562) 590-5071

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Staff: JLR/LB
Staff Report: 5-21-97
Hearing Date: June 10-13, 1997
Commission Action:

**STAFF REPORT: REGULAR CALENDAR**

APPLICATION NO.: 5-97-004

APPLICANT: Robert J. Abernethy

AGENT: Charles E. Greenberg

PROJECT LOCATION: 811 - 819 North Catalina Avenue, Redondo Beach

PROJECT DESCRIPTION: Construct a 293,750 gross sq. ft. retail, office, industrial and storage facility containing two, 2-story and one, 4-story buildings and 271 parking spaces on a vacant 5.05 acre parcel.

SUBSTANTIVE FILE DOCUMENTS:

1. City of Redondo Beach Harbor/Civic Center Plan
2. Traffic Study prepared by Katz, Okitsu and Associates dated August 2, 1996
3. City of Redondo Beach Mitigated Negative Declaration No. 96-24
4. City of Redondo Beach Certified Land Use Plan (LUP)
5. Phase I and Phase II Soils and Groundwater Reports prepared by ENSR Consulting and Engineering dated February and August 1996
6. Soil and Engineering-Geologic Investigation Report prepared by California GEO Systems dated April 8, 1996.

LOCAL APPROVALS:

1. Approval in Concept - City of Redondo Beach
1. City of Redondo Beach Conditional Use Permit

SUMMARY OF STAFF RECOMMENDATION:

Staff is recommending approval with Special Conditions addressing parking, natural hazards, erosion and future improvements.

Unresolved Issue

The Coastal Act issue raised in the subject development is parking and the proposed distribution of mixed uses to ensure that adequate parking will be

provided. Therefore, in order to conform to the Commission's parking guidelines, staff is recommending a substantial reduction in industrial use which would be reduced from 76,147 sq. ft to 24,500 sq. ft.

Adequate parking is necessary to avoid individual and cumulative impacts on public access and parking. Secondly, the plans and project description are vague, ambiguous and inconsistent with the City's approval. Finally, the applicant's revised project description incorrectly characterizes 76,147 sq. ft. of light manufacturing as a warehouse use with less restrictive parking requirements.

STAFF RECOMMENDATION:

The staff recommends that the Commission adopt the following resolution:

I. Approval with Conditions

The Commission hereby grants a permit, subject to the conditions below, for the proposed development on the grounds that the development, as conditioned, will be in conformity with the provisions of Chapter 3 of the California Coastal Act of 1976, will not prejudice the ability of the local government having jurisdiction over the area to prepare a Local Coastal Program conforming to the provisions of Chapter 3 of the Coastal Act, and will not have any significant adverse impacts on the environment within the meaning of the California Environmental Quality Act.

II. Standard Conditions

1. Notice of Receipt and Acknowledgment. The permit is not valid and development shall not commence until a copy of the permit, signed by the permittee or authorized agent, acknowledging receipt of the permit and acceptance of the terms and conditions, is returned to the Commission office.
2. Expiration. If development has not commenced, the permit will expire two years from the date this permit is reported to the Commission. Development shall be pursued in a diligent manner and completed in a reasonable period of time. Application for extension of the permit must be made prior to the expiration date.
3. Compliance. All development must occur in strict compliance with the proposal as set forth in the application for permit, subject to any special conditions set forth below. Any deviation from the approved plans must be reviewed and approved by the staff and may require Commission approval.
4. Interpretation. Any questions of intent or interpretation of any condition will be resolved by the Executive Director or the Commission.
5. Inspections. The Commission staff shall be allowed to inspect the site and the project during its development, subject to 24-hour advance notice.

6. Assignment. The permit may be assigned to any qualified person, provided assignee files with the Commission an affidavit accepting all terms and conditions of the permit.
7. Terms and Conditions Run with the Land. These terms and conditions shall be perpetual, and it is the intention of the Commission and the permittee to bind all future owners and possessors of the subject property to the terms and conditions.

III. Special Conditions

1. Revised Plans

Prior to the issuance of permit, the applicant shall submit revised plans, subject to the review and approval of the Executive Director, showing all parking spaces and all the following uses in the following square footage. Such plans shall have been reviewed and approved by the City of Redondo Beach:

- a) Pure office (15,000 sq. ft.)
- b) Retail (15,000 sq.ft.)
- c) Light manufacturing (24,500 sq. ft.)
- d) Mini-storage (No more than 100,000 sq. ft.)
- e) Parking shall be designated on the revised plans and shall be provided at the following ratios:
 - 1) one space per 225 sq. ft. of gross floor area for retail use
 - 2) One space per 250 sq. ft. of gross floor area for office use
 - 3) one space per 350 sq. ft. of gross floor area for light-manufacturing use
 - 4) two spaces for each caretaker unit
 - 5) No fewer than one loading-unloading space per 50 feet of frontage of storage units. The mini-storage loading areas shall not include parking allocated to other uses.

If parking at the above described ratios cannot be provided, the square footage shall be further reduced.

2. Fire Lane Access

The parking plan required in special condition 1 above shall be reviewed, approved and stamped by the City planning department and the City fire department, subject to the review and approval of the Executive Director.

The city planning and fire department approval shall indicate that the driveway widths are adequate to accommodate both the required parking and loading spaces and fire lane access.

3. Future Development

Prior to the issuance of the coastal development permit, the applicant shall execute and record a document, in a form and content acceptable to the Executive Director, stating that the subject permit is only for the

development described in the Coastal Development Permit No. 5-97-004; and that any future improvements to the property, including but not limited to change in mix of uses will require a permit from the Coastal Commission or its successor agency. The document shall run with the land, binding all successors and assigns, and shall be recorded free of prior liens.

4. Conformance with Geotechnical Recommendations

Prior to issuance of the coastal development permit, the applicant shall submit, for the review and approval of the Executive Director, grading and foundation plans. The approved foundation plans shall include plans for the retaining walls, subdrains and footings. These plans shall include the signed statement of the geotechnical consultant certifying that these plans incorporate the recommendations contained in the geotechnical investigation prepared by GEOSYSTEMS dated April 8, 1996. The approved development shall be constructed in accordance with the plans approved by the Executive Director. Any deviations from said plans shall be submitted to the Executive Director for a determination as to whether the changes are substantial. Any substantial deviations shall require an amendment to this permit or a new coastal development permit.

5. Assumption of Risk/Indemnification

Prior to issuance of the coastal development permit, the applicant shall either submit a written agreement in a form and content agreeable to the Executive Director, or execute and record a deed restriction in a form and content agreeable to the Executive Director. The agreement or deed restriction shall provide: (a) the applicant understands that the site may be subject to extraordinary hazards from liquefaction and the applicant assumes the liability from such hazards; and (b) the applicant unconditionally waives any claim of liability on the part of the Commission, and agrees to indemnify and hold harmless the Commission, its officers, agents, and employees, for any damages resulting from the Commission's approval of the project.

6. Implementation of Urban Runoff Best Management Practices

The project must be constructed as proposed, with implementation of all best management practices to minimize adverse impacts on marine resources and water quality. Such measures include, but are not limited to:

- A. Should grading take place during the rainy season (November 1-March 31), sediment basins (including debris basins, desilting basins, or silt traps) shall be required on the project site prior to or concurrent with the initial grading operations and maintained through the development process to minimize sediment from runoff waters during construction. All sediment should be retained on-site unless removed to an appropriate approved dumping location,
- B. When grading has been completed, the disturbed area will be protected with sediment source controls such as temporary mulching, seeding, emulsifiers, etc. The temporary measures will remain in place until permanent landscaping is provided,

- C. Temporary swales and ditches will be stabilized through temporary check dams and geotextiles,
- D. Drainage inlets will be protected from sediment intrusion utilizing straw bales, sand bags, sediment traps or similar devices,
- E. The construction site will be inspected daily for leaks or inadvertent spills of petrochemical projects; if found, spills or leaks will be contained and prevented from reaching storm drain inlets,
- F. A detailed plan for clean-up of accidental spill of petroleum-based products, cement, or other construction pollutants will be submitted for approval of RWQCB and kept on site with the General Contractor or Engineer,
- G. The contractor will be required to prepare a storm water pollution prevention plan in accordance with guidelines established by the State Water Resources Control Board and the City of Redondo Beach, and construction activity will be required to comply with the National Pollution Discharge Elimination System regulations.
- H. The final project shall incorporate low flow collectors in accordance with guidelines established by the State Water Resources Control Board and the City of Redondo Beach

IV. Findings and Declarations.

The Commission hereby finds and declares as follows:

A. Project Description and Location

The applicant proposes to construct a 293,750 gross sq. ft. retail, office, industrial and storage facility containing two, 2-story and one, 4-story buildings and 271 parking spaces on a vacant 5.05 acre parcel. Following is a more detailed project description excerpted from the City's Mitigated Negative Declaration:

The proposed project consists of the construction of three buildings totalling 295,000 gross square feet with 271 parking spaces on a 5.05 acre vacant site. The project provides 209,000 leasable square feet which would be distributed between the proposed uses as follows: 15,000 square feet of retail commercial, 44,000 square feet of business office, 47,000 square feet of limited industrial, 3,000 square feet of caretaker's units and 100,000 square feet of storage units.

Three buildings would be constructed. The primary building is a 223,300 square foot, 4-story, 61 foot high structure. The building employs a flexible space plan which permits each level to accommodate various uses in a variety of configurations. The conceptual utilization would place office, storage, incubator industrial and warehouse uses on the first

level of the structure which is semi subterranean. The second through fourth levels would permit similar utilization throughout all floors with the exception that the second level would provide up to 15,000 square feet of retail commercial storefront.

The second structure is 65,800 square feet in two stories. This 980' long building is constructed on the railroad right of way portion of the site which extends along North Francisca Avenue. Only mini-storage uses are contained in this structure.

The final building is also a two story structure designed solely for mini-storage use. This 4,650 square foot building is located at the north end of the project site closest to the intersection of Herondo Avenue and North Francisca Avenue.

The project provides 271 parking spaces through a combination of on grade and roof-top parking. Plans submitted show 40 surface spaces immediately adjacent to the main building entry, and 25 spaces immediately south of the main building. The 144 roof parking spaces are accessible by means of spiral access ramp structure which provides vehicular access to all floors of the structure. The balance of the parking is provided along the access drives for the buildings.

The proposed project is located in an area of the City that has been designated the "Catalina Corridor" which is a primary entranceway to Redondo Beach King Harbor. The area has a history of extensive City planning studies and has long been identified as a target area for revitalization. Several past projects have been proposed, including a similar project on the subject parcel and a retail/office development just east of the site. However, none of the projects were ever constructed. Following is a more detailed area description from the City's 1992 Harbor/Civic Center Specific Plan:

Catalina Avenue Corridor

The Catalina Corridor, between Pacific Coast Highway and Beryl Street (North Catalina Avenue), will be encouraged to recycle and upgrade from its present mixed industrial/older commercial area to a more attractive community and marine-oriented commercial area. The rear of sites adjacent to the Southern California Edison facility may be developed for commercial storage and other buffering uses.

The subject site is located approximately four blocks inland of King Harbor Marina. More specifically, the parcel is located at the rear easterly end of Southern California Edison's steam generating electricity City plant which covers approximately 71 acres. The surrounding area contains a mix of office and retail commercial uses. Following is a more detailed description of the site location as submitted by the applicant:

Site Conditions:

The vacant 5.05 acre site is comprised of a land assemblage. The three major components of this assemblage include: a triangular shaped 2.0 acre

property, a former Atchison Topeka and Santa Fe Railroad right of way and a vacated portion of public street right of way along South Francisca Avenue. The property has approximately 1,358 lineal feet of frontage on Catalina Avenue and 1,127 feet of frontage on North Francisca Avenue.

The site slopes rapidly downward from the front to the rear with an average fall of approximately 15'. The majority of the grade change takes place along the rear of the site. Historically, this grade differential made possible the loading of rail cars.

Surrounding streets are generally fully improved. Catalina Avenue, which would provide for the project's primary access is a four-lane street with a raised landscape median and an 80' right of way width. North Francisca just to the east of the project has a 70' right of way and North Gertruda is a two-lane local street traveling north/south.

To the west site abuts the Edison International Power Generation station and a Salvation Army Community Service Center. To the north, the site extends along North Francisca Avenue to Herondo Street. The centerline of this street is also the City boundary with the City of Hermosa Beach. To the Northeast, older industrial uses and buildings have been developed. These uses are located across North Francisca Avenue, a 35' portion of which would be vacated in conjunction with this project. To the south exists a recently constructed community service center.

B. Parking/Development

Section 30252 of the Coastal Act states:

The location and amount of new development should maintain and enhance public access to the coast . . . (4) providing adequate parking facilities

Additionally, the Land Use Plan of the City's Local Coastal Program which was certified by the Commission on June 19, 1980 contains the following relevant parking provision:

The City will continue to diligently enforce existing parking standards for new development.

By requiring adequate parking for new development within the Coastal Zone in the past, the City has assured adequate parking accessibility to the beach and the Harbor-Pier area. This policy will be continued by assuring the adoption of adequate parking standards in the implementing ordinances of the Local Coastal Program.

The basic issue raised regarding the proposed mixed-use commercial facility is the provision of adequate on-site parking. If adequate on-site parking is not provided, the overflow parking will have to occur on the nearby streets and will impact traffic/circulation. The coastal resource impacted will be public access to the nearby shoreline. The project is located at a primary entranceway to Redondo Beach King Harbor located approximately four blocks

westerly of the site. In addition, this primary entranceway is also used for vehicular access to the nearby Harbor/Pier area located approximately one mile southwesterly of the site. The Harbor/Pier area is a major regional visitor-serving destination point for residents of Los Angeles County.

As discussed below, the project, as submitted, is deficient by 210 parking spaces according to the Commission's guidelines. Therefore, staff has had numerous discussions with the applicant in order to analyze the parking demand that would be generated.

That analysis determined that the project, as submitted, does not adequately 1) provide a clear project description consistent with the City's approval; 2) provide a set of detailed plans showing location and kinds of uses and; 3) provide a plan showing the location of all parking spaces for the project.

First, the project, as approved by the City is for a retail, office, warehouse and industrial use. The application, however, indicates different uses. According to the application the project is for "a multi-use project including mini storage, retail, office, industrial incubator, and warehousing. Two hundred seventy-one parking spaces have been provided. The project consists of three buildings totaling 293,750 square feet. One partially vacated street is involved. One billboard is to be removed." This inconsistent project description is important because the City's approval and the applicant's submittal require different parking demands which is discussed in more detail below.

Subsequently, the applicant submitted a revised project description recharacterizing much of the development as a warehouse use rather than an industrial use as approved by the City. However, this description was not accompanied by any set of revised plans.

Secondly, the plans, as submitted by the applicant, do not specifically show the location of each use. The site plan indicates buildings labeled as "possible office and storage area and "possible office area. As a result, the parking demand for each use cannot be verified. The staff has been unable to resolve where on the plans the various uses are located and what the square footage contains.

Thirdly, the applicant's plans do not delineate all the parking spaces and their locations. The application plans indicate that there will be approximately 62 parking spaces located along the fire lanes adjacent to the mini-storage buildings. These spaces will be used for temporary loading and unloading purposes and do not represent long-term parking spaces. However, the project description includes these parking spaces in order to meet the parking requirements for the other proposed uses.

The proposed project provides 271 on-site parking spaces. There are 40 surface spaces adjacent to the main building entry and 25 spaces immediately south of the main building. The 144 roof parking spaces are accessible by a spiral access ramp structure which also provides access to all floors of the structure. The balance of 62 parking spaces is provided along the access driveways for the buildings.

As previously described the City's approval for this mixed use commercial facility includes 15,000 sq.ft. of retail, 44,000 sq. ft. of office, 47,000 sq. ft. of limited industrial, and 100,000 sq. ft. of storage units. The Commission's parking standards require one parking space per 225 sq. ft. of floor area for retail use, one space per 250 sq. ft. of floor area for office use, one space per 350 sq. ft. for industrial use and one space per 1,000 sq. ft. of floor area for storage use. Applying these standards, the proposed mixed use commercial facility would require 481 spaces whereas the applicant is providing 271 spaces. That would equate to a deficit of 210 spaces.

The project description, as submitted, does not distinguish the distribution between warehouse and manufacturing uses. Also, the project description does not clearly indicate the amount of space for office use and warehouse use. According to the applicant's latest parking study, most of the tenants are expected to have offices that occupy only a portion of the rented space. The balance of each unit would be used for either manufacturing or storage resulting in a lower parking demand than conventional offices. Also, if tenants have offices, throughout the project, they would typically also lease warehouse space. Following is a more detailed discussion of projected parking demand as submitted by the applicant's consultant:

While office is present in the development, most of the offices are directly related to nearby warehouse or manufacturing uses. The parking demand for offices providing support for manufacturing uses is normally reflected in the rates for these other uses. If parking for office is identified separately, it is customary to use much lower parking rates for adjacent warehouse or manufacturing space. Otherwise, the parking needs of office employees within manufacturing or warehouse uses are being double counted.

Katz, Okitsu & Associates believes that the most accurate way to forecast parking demand is by following the methodology presented in this report. Our forecast is based upon the observed parking demand for the similar site in Van Nuys, adjusted to account for size and retail usage differences at the Redondo Beach site. This report has also shown that it is possible to "predict" the actual parking experience at the Van Nuys site after carefully allocating office space to the industrial and manufacturing uses that do not have adjacent offices, however this approach requires many more assumptions. We believe that the profile of tenants in the Redondo Beach project will be very similar to the types of tenants in the Van Nuys site. For this reason, the aggregate parking rate approach is recommended.

After reviewing the Commission's guidelines, the applicant submitted a revised project description which differs from the project uses stated in the City's approval. The City approved 44,000 sq. ft. of office use. The applicant now states that office use really represents only 15,000 sq. ft. of "pure" office use and the remaining 30,000 sq. ft. is an industrial use. Also, the applicant states the City approved 47,000 sq. ft. of industrial use which should be characterized as a warehouse use. Following is a

table that summarizes the project as now proposed:

<u>Use</u>	<u>Square Feet</u>	<u>Sq. Ft. per Space</u>	<u>Spaces</u>
Manufacturing or Industrial Establishment	30,000	1/350	86
Retail	15,000	1/225	67
Office (Pure)	15,000	1/250	60
Warehouse (Incubator)	46,147	1/1,000	47
Residences	3,000	2 per unit	4
Mini Storage	100,000	--	7
TOTAL	209,147		271

The applicant contends that a literal interpretation of the Commission's guidelines does not take into account the distinct kinds and separation of uses for this warehouse (incubator) project. Each tenant occupancy in this project involves a combination of offices, warehousing, industrial and manufacturing. Therefore, according to the applicant, a literal, interpretation of the Commission's guidelines overstates the parking demand.

The applicant further contends that the proposed project use is a warehouse (incubator) type rather than industrial. The applicant has supplied information, about a mixed use project located in Van Nuys that has uses that would be similar to the proposed project and provides adequate parking. Those uses contain small businesses located in areas that would contain some desks for office use and a larger area used for assembly and storage. The applicant provided numerous photos to support that contention. Upon reviewing those photos, the staff determined that the uses were most appropriately described as light manufacturing/industrial rather than warehousing which is consistent with the City's approval.

The staff determination was based on the fact that the proposed uses are not exclusively for warehouse purposes and would include employees. The project, as proposed, is for tenants to have employees that need some storage area and would be more properly characterized as light manufacturing/industrial. The staff further reviewed the zoning ordinances of Los Angeles and Orange Counties which also supports the conclusion that the proposed project would not be classified as warehouse use for storage only.

The applicants' revised project description complies with the Commission's parking guidelines for retail, office and residential. However, the modified project does not comply with the Commission's guidelines for an

industrial/manufacturing use. The project could be redesigned by reducing the square footage of industrial use. Therefore, in order to comply with the parking guidelines, the Commission is requiring a special condition to reduce the industrial use from 76,147 sq. ft. to 24,500 sq. ft. The Commission is also requiring a special condition that the applicant submit revised plans indicating the location of all parking spaces, specific types of use and square footage of use. Only as conditioned, can the Commission find that the proposed development will maintain and enhance public access to the coast, by providing adequate parking facilities, consistent with Section 30252 of the Coastal Act.

C. Natural Hazards:

Section 30253 of the Coastal Act provides in part:

New Development shall:

- (1) Minimize risks to life and property in areas of high geologic, flood, and fire hazard.
- (2) Assure stability and structural integrity, and neither create nor contribute significantly to erosion, geologic instability or destruction of the site or surrounding area or in any way require the construction of protective devices that would substantially alter natural landforms along buffers and cliffs.

The 5.05 acre site is relatively level with a maximum topographic relief of 15-feet across the entire parcel. The applicant has submitted a Soil and Engineering - Geologic Investigation Report prepared by California GeoSystems dated April 8, 1996. That report indicates that the subject site contains a 5-10 foot thick layer of fine to medium sands at a depth of 5-15 feet below the existing grade. According to the geology report "this layer may be subject to liquefaction should ground water rises to this level or if this zone becomes saturated. It is our professional opinion that the potential adverse impact due to liquefaction on this layer can be minimized by providing foundations that penetrate through this layer."

The geology report requires specific construction methods that are the responsibility of the applicant to carry out in a safe manner. Following is an excerpt from that report:

It is recommended that all foundation excavations be approved by this firm prior to placing concrete or steel. Any fill which is placed should be tested for compaction if used for engineering purposes. Cut-slopes and temporary wall excavations should be examined by a representative of this firm. Should the examination reveal any unforeseen hazard, appropriate treatment will be recommended.

and further concludes that:

The subsurface conditions, excavations, characteristics and geologic structure described herein and shown on the enclosed cross-section(s) have

been projected from individual borings or test pits placed on the subject property. The subsurface conditions and excavation characteristics, and geologic structure shown should in no way be construed to reflect any variations which may occur between these borings or test pits.

Additionally, the City's approval included the following mitigation measure:

All buildings shall conform to the Uniform Building Code and all the applicable state and city seismic design standards. The Building Division shall determine compliance through the building permit and construction inspection process.

The applicant's geology report concludes that "the site is considered to be suitable from a soils engineering standpoint for construction of on-grade storage buildings provided the recommendations included herein are followed and integrated into the grading and foundation plans."

Therefore, the Commission finds that the mixed use commercial facilities can be approved consistent with Section 30253 of the Coastal Act, as long as the applicant conforms to the recommendations contained in the aforementioned soils and geology report. The Commission further finds that the proposed project, as conditioned to conform to the consultant's geology and soils recommendations, will minimize risks of developing in this area that may occur as a result of natural hazards.

The Commission further finds that in order to be consistent with Section 30253 of the Coastal Act, the applicant must also record a deed restriction assuming the risk of developing in this hazardous area, and waiving the Commission's liability for damage that may occur as a result of such natural hazards.

D. Water Quality/Marine Environment:

The following Coastal Act Sections are relevant:
Section 30230 of the Coastal Act states:

Marine resources shall be maintained, enhanced, and where feasible, restored. Special protection shall be given to areas and species of special biological or economic significance. Uses of the marine environment shall be carried out in a manner that will sustain the biological productivity of coastal waters and that will maintain healthy populations of all species of marine organisms adequate for long-term commercial, recreational, scientific, and educational purposes.

Section 30231 of the Coastal Act states:

The biological productivity and the quality of coastal waters, streams, wetland, estuaries, and lakes appropriate to maintain optimum populations of marine organisms and for the protection of human health shall be maintained and, where feasible, restored through, among other means, minimizing adverse effects of waste water discharges and entrainment, controlling runoff, preventing depletion of ground water supplies and substantial interference with surface water flow, encouraging waste water

reclamation, maintaining natural vegetation buffer areas that protect riparian habitats, and minimizing alteration of natural streams.

Section 30232 of the Coastal Act states:

Protection against the spillage of crude oil, gas, petroleum products, or hazardous substances shall be provided in relation to any development or transportation of such materials. Effective containment and cleanup facilities and procedures shall be provided for accidental spills that do occur.

The subject site is located approximately four blocks inland of the King Harbor boat marina. Runoff from the site connects to an existing storm drain system that ultimately discharges into the Santa Monica Bay. Runoff from construction activities can have negative impacts on the nearby coastal waters. If runoff is potentially toxic, pollution problems are magnified.

The State, Federal and local regulatory and management structure for controlling non-point pollution control is still evolving. The California Coastal Commission will have new responsibilities to implement the Coastal Non-point Pollution Control Program (CNPC) pursuant to Section 6217 of the recent reauthorization of the Coastal Zone Management Act. As part of that program, the Commission will be required to establish mechanisms to improve coordination among State and local agencies responsible for water quality permitting and enforcement, habitat protection and public health and safety.

Best Management Practices (BMPs) have been developed by various federal, state and local agencies in order to reduce the adverse impacts of urban runoff. BMPs relating to construction activities include but are not limited to, structural and non-structural controls and maintenance procedures.

Typical non-structural erosion controls include but are not limited to: planning and designing the development within the natural constraints of the site; minimizing the area of bare soil exposed at one time (phased grading); and stabilizing cut-and-fill slopes caused by construction activities.

Structural controls include but are not limited to: perimeter controls; mulching and seeding exposed areas; sediment basins and traps; and filter fabric, or silt fences.

The proposed construction activities could produce runoff that may have an adverse impact on marine resources and coastal recreation. Such runoff is not consistent with Sections 30220, 30230, and 30231 of the Coastal Act. However, the proposed project can be designed to include temporary erosion control devices to eliminate or minimize polluted runoff from the site. That can be achieved by requiring the applicant to submit an Erosion and Sedimentation Control Plan which staff is recommending as a special condition. As conditioned, to control erosion, retain sediments and contaminated soils on-site, pollutants entering the storm drain system and being discharged into the Bay will be minimized. Therefore, as conditioned, to reduce pollutant discharges by erosion/sedimentation mitigation measures, the Commission finds that the proposed project is consistent with the relevant marine resource

provisions of the Coastal Act and will assure the environmental protection of Santa Monica Bay which has received national recognition as an estuary of ecological value. The Commission further finds that, as conditioned, the proposed project will incorporate a Best Management Practice consistent with the marine resource provisions of the Coastal Act.

E. Local Coastal Program

Section 30604 (a) of the Coastal Act provides that the Commission shall issue a coastal permit only if the project will not prejudice the ability of the local government having jurisdiction to prepare a Local Coastal Program which conforms with Chapter 3 policies of the Coastal Act.

Section 30604(a):

(a) Prior to certification of the local coastal program, a coastal development permit shall be issued if the issuing agency, or the commission on appeal, finds that the proposed development is in conformity with the provisions of Chapter 3 (commencing with Section 30200) of this division and that the permitted development will not prejudice the ability of the local government to prepare a local coastal program that is in conformity with the provisions of Chapter 3 (commencing with Section 30200). A denial of a coastal development permit on grounds it would prejudice the ability of the local government to prepare a local coastal program that is in conformity with the provisions of Chapter 3 (commencing with Section 30200) shall be accompanied by a specific finding which sets forth the basis for such conclusion.

On June 19, 1980, the Commission approved the Land Use Plan for the City of Redondo Beach Local Coastal Program. The Land Use Plan contains specific policies to guide the type, location, and intensity of future development in the City of Redondo Beach Coastal Zone. The City's LUP designates approximately 4 1/2 acres of the subject parcel for commercial use and the remaining half acre parcel of the site as industrial. On November 19, 1996 the City amended the General Plan and Harbor/Civic Center Specific Plan.

That amendment redesignated the subject parcel from a commercial/industrial use to a C-5 Commercial use and to permit a building height of up to 75' on a portion of the C-5 district located west of Catalina Avenue. The proposed industrial/commercial project is consistent with the land use designation of the certified LUP. Therefore, the Commission finds that the proposed development will not prejudice the City's ability to prepare a Local Coastal Program consistent with the policies of Chapter 3 of the Coastal Act as required by Section 30604(a).

F. Consistency with the California Environmental Quality Act (CEQA)

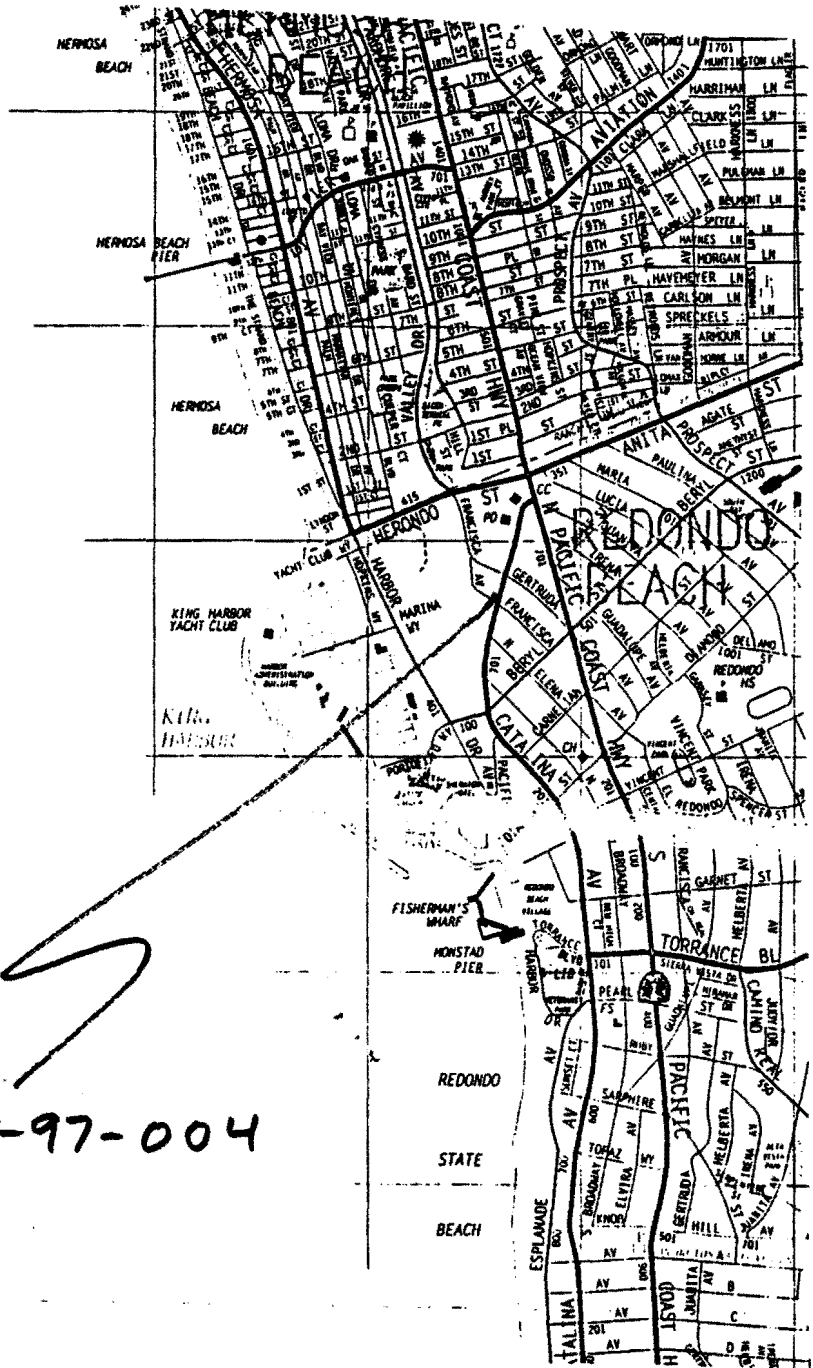
Section 13096 of the California Code of Regulations requires Commission approval of Coastal Development Permit application to be supported by a finding showing the permit, as conditioned, to be consistent with any applicable requirements of the California Environmental Quality Act (CEQA). Section 21080.5(d)(2)(i) of CEQA prohibits a proposed development from being

approved if there are feasible alternatives or feasible mitigation measures available which would substantially lessen any significant adverse impact which the activity may have on the environment.

The proposed project has been conditioned in order to be found consistent the natural hazards policies of the Coastal Act. Mitigation measures to conform to parking and intensification of uses, to conform to the consultant's geology/soils recommendations, to mitigate erosion impacts and to record a deed restriction assuming the risk of developing in this hazardous area, will minimize all adverse impacts. As conditioned, there are no feasible alternatives or feasible mitigation measures available which would substantially lessen any significant adverse impact which the activity may have on the environment. Therefore, the Commission finds that the proposed project can be found consistent with the requirements of the Coastal Act to conform to CEQA.

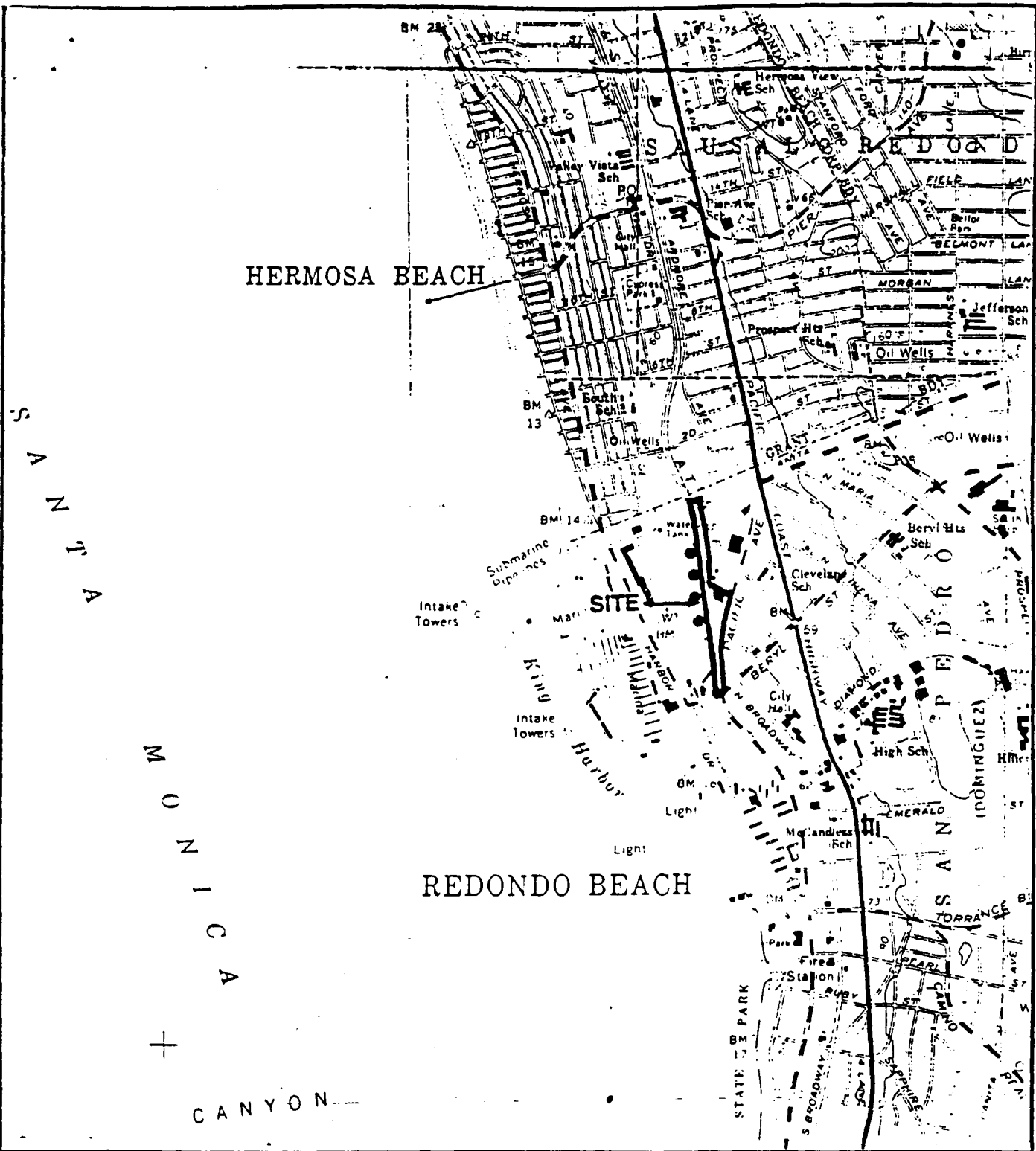
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5-97-004

Exhibit A
5-97-004



SOURCE: USGS 7 1/2 Minute Topographic Quadrangle, Redondo Beach, 1963, Photorevised 1981

SCALE

0 1/4 1/2 1 MILE

ENSR

ENSR Consulting and Engineering

FIGURE 1 *Exhibit B*
 SITE LOCATION MAP

Southern States Realty
 809-811 Catalina Avenue
 Redondo Beach, CA *5-97-004*

DRAWN: V. Mathews

DATE: January 25, 1996

PROJECT NO.: REV:

FILE NO:

CHECKED: *VS*

8700-479-100

ROBERT ABERNETHY
P. O. Box 90855
Los Angeles, CA 90009-0855
(310) 642-0080

May 12, 1997

Mr. James L. Ryan
Coastal Planner
California Coastal Commission
200 Oceangate, 10th Floor
Long Beach, California 90802

Dear Jim:

I enjoyed our meeting with you and Pat Emerson on May 9th in your new offices. I was quite impressed.

As became evident in our meeting, this unique mixed-use project does not easily subdivide itself into separate use categories that fit readily into their respective parking requirements. This was no issue at the City permitting level. Because of the City's more liberal parking ratios, the total parking required (however the uses are characterized) easily fits into the real parking needs of the project. Given the more stringent parking used by the Coastal Commission, the issue forced us all to think through which Coastal parking ratios should be applied. In other words, which Coastal standards truly reflect the real parking needs of the project.

In our meeting you requested that I write you a letter outlining how I saw the utilization of our project fitting into the Coastal Commission's parking criteria. This is that letter.

Last year I decided that I wanted to replicate my Erwin Street facility in Redondo Beach. I have owned and operated the Erwin Street facility for over ten years. In that process I invited various officials from the City of Redondo Beach to tour the Erwin Street facility. Several accepted. I then submitted our application to the City of Redondo Beach for a similar facility. The City wanted me to have 15,000 square feet of retail in my project. There is no retail at the Erwin Street project. The City mandated this retail as a condition for my getting approval. Without such a condition, I would not have included retail in my project. Other than the retail component, the project in Redondo Beach will be similar in its uses to the one I have owned and managed in Erwin Street for over a decade. In that regard, I have extended invitations to you and your staff to visit Erwin Street. Those invitations remain open. You asked that I photograph the uses at Erwin. I have done so and provided you with the photographs.

"Revised Project Description"

*Exhibit C
2 of 3
5-97-004*

At your request I asked Rock Miller of Katz, Okitsu & Associates to do a parking study of the Erwin Street facility and compare it to the proposed project in Redondo Beach. He has done so. I previously forwarded that study to you. My personal conclusion, as well as the conclusion of the report, is that I have more parking provided in the 271 spaces in the Redondo Beach project than I will actually need. Set forth below is the result of the process of analyzing which Coastal standards truly reflect the real parking needs of the project. The table below sets out the square footage of the project, the uses of that footage, the parking required pursuant to Coastal standards for each use, and the total of parking required for the project as a whole. Although Coastal parking standards are extremely high, nevertheless, this project meets them.

<u>Use</u>	<u>Square Feet</u>	<u>Sq. Ft. per Space</u>	<u>Spaces</u>
Manufacturing or Industrial Establishment	30,000	350	86
Retail	15,000	225	67
Office (Pure)	15,000	250	60
Warehouse (Incubator)	46,147	1,000	47
Residences	3,000	2 per unit	4
Mini Storage	<u>100,000</u>	--	<u>7</u>
TOTAL	209,147		271

Currently there are 271 spaces on the plan. I could provide seven more spaces, for a total of 278 spaces. Based upon our Erwin Street experience, 271 spaces are more than sufficient.

In the operation of the mini warehouse, customers either come into the office to rent, come into the office to pay bills, or park in front of their space to load and unload. The parking for the mini storage office is included in the 15,000 square feet of office above. No additional parking is needed for the mini storage because the tenants park temporarily immediately in front of their spaces. There is provision for two managers' units on site and a total of four parking spaces for the two couples (four people) involved in running the site. Their parking is included above.

Exhibit C
2 of 3
5-97-004

At your request, I have previously provided information regarding parking and traffic at Anaheim Mini Storage and Redondo-Torrance Mini Storage to demonstrate the appropriateness of the above.

Jim, I hope this letter provides you all the information you need. If not, please call me at (310) 642-0080. I will be glad to answer any questions and to give you any additional information that you seek in evaluating my application. Thank you very much for your kind help and assistance.

Sincerely,

Bob Abernethy

Exhibit C
3 of 3
5-97-004



CITY OF REDONDO BEACH CALIFORNIA

415 DIAMOND STREET
P.O. BOX 270
REDONDO BEACH, CALIFORNIA 90277-0270

May 15, 1997

RECEIVED
MAY 19 1997

Jim Ryan
California Coastal Commission
200 Oceangate
10th Floor, Suite 1000
Long Beach CA 90802

CALIFORNIA
COASTAL COMMISSION

RE: Catalina Technology Center Project-811-819 North Catalina Avenue

Dear Jim:

This letter shall confirm that the City of Redondo Beach is required to approve and monitor each and every retail tenant of the Catalina Technology Center Project. This condition has been placed as a mitigation measure in the mitigation monitoring plan for the project and will be implemented through the existing, long established procedure of business license process.

The process requires Planning Department evaluation and approval of each business license request. In this particular instance each prospective tenant will also be evaluated as to trip generation, parking demand and fit within the overall marine and coastal related tenant mix.

We have employed this procedure over the past 10 years and find it highly effective in assuring that projects operate in an efficient manner without adverse impacts to the neighborhood and community in general.

If you have any questions please do not hesitate to call me. I can be reached at 310-318-0637.

Sincerely,



Aaron Jones, Economic Development Administrator

c: Paul Connolly, Acting City Manager
Ernie O'Dell, City Treasurer

AJ:aj

Exhibit D
5-97-004



CITY OF REDONDO BEACH CALIFORNIA

February 11, 1997

415 DIAMOND STREET
POST OFFICE BOX 270
REDONDO BEACH, CALIFORNIA 90277-0270

RECEIVED
FEB 11 1997

Jim Ryan
California Coastal Commission
245 West Broadway Ste. 380
Long Beach, CA 90802-4416

-CALIFORNIA
COASTAL COMMISSION

RE: Coastal Development Application for Catalina Technology Center

Dear Jim:

I am delivering the attached information to you on behalf of Paul Connolly. Paul has requested that I provide you with information to document that former and current Zoning, General Plan, Harbor/Civic Center Specific Plan and Coastal Plan requirements are consistent with the proposed project.

Prior to the adoption of our May, 1992 General Plan and the January, 1996 Zoning Ordinance, the subject property was zoned P-D-C (Planned Development Commercial). The General Plan Designation was C (Commercial).

Section 10-2.1310 of the Redondo Beach Municipal Code (attached) sets forth the allowable uses and development standards for the P-D-C zone. As you will observe all property development standards including, height and setbacks were unrestricted. The logic of this approach was to allow the necessary design freedom to result in superior design solutions.

This approach continues under the current C-5A zoning in that in addition to having certain fixed development standards, we also have the ability to utilize our review function to permit creativity and innovation. Essentially, the C-5A zone embodies all of the attributes of the P-D-C designation plus, gives greater specific authority to demand a higher quality project.

I hope this answers any questions you may have about development standards or allowable uses under the current and former designations. Please do not hesitate to call me should you have any further questions. I can be reached at 310-318-0637.

Sincerely,

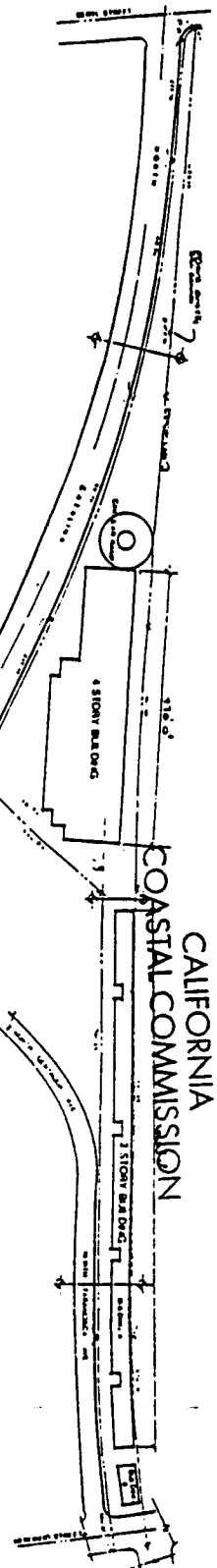

Aaron Jones, Economic Development Administrator

Exhibit E
5-97-004

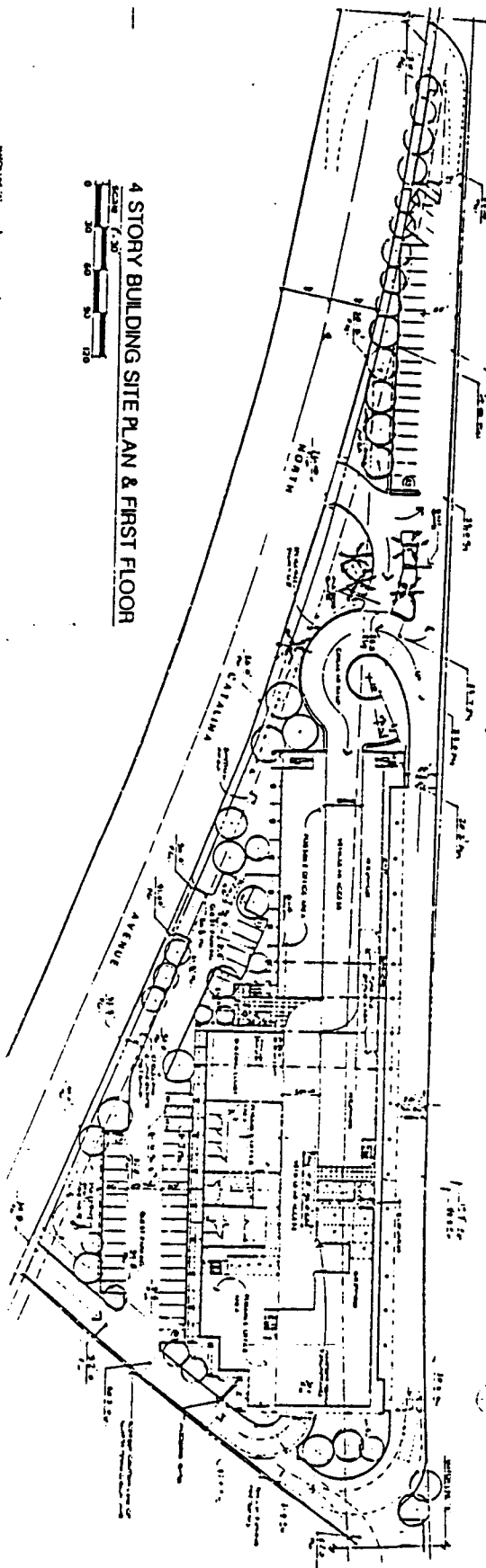
RECEIVED
JAN 9 1997

CALIFORNIA
COASTAL COMMISSION

OVER ALL SITE PLAN



4 STORY BUILDING SITE PLAN & FIRST FLOOR



2 STORY MINI-STORAGE BUILDING

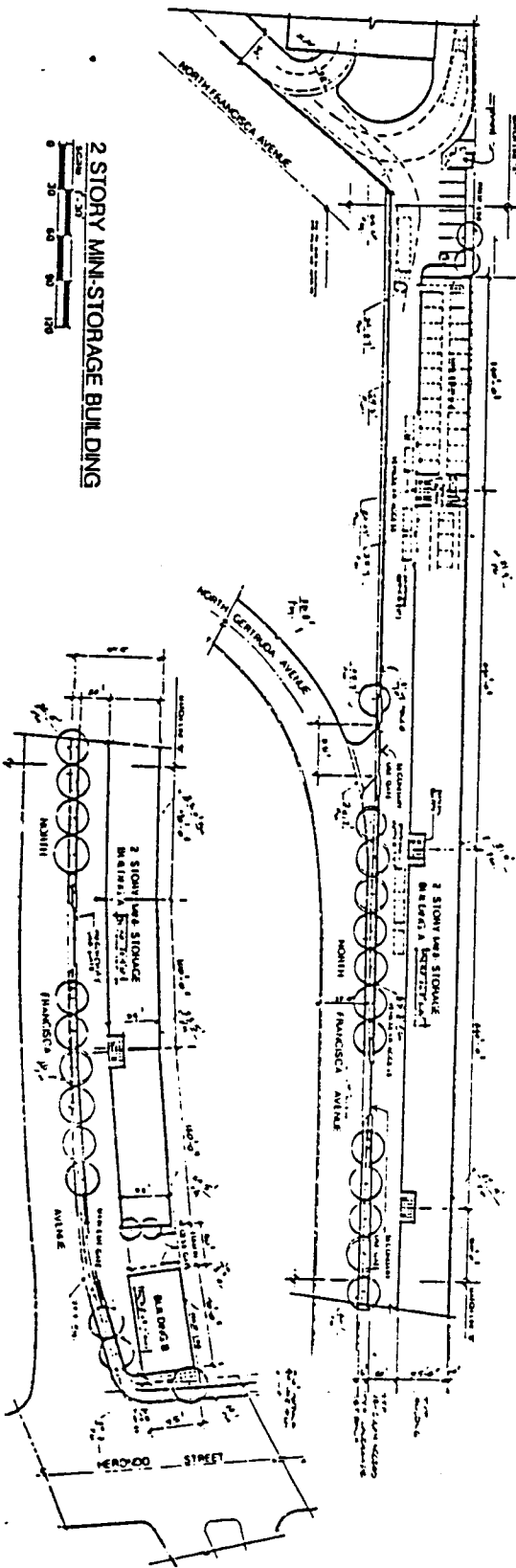


Exhibit A
5-97-004

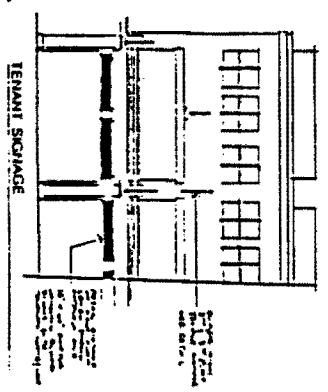
CATALINA TECH. CENTER

CATALINA AVENUE

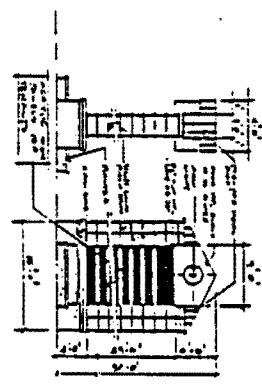
BLOCK 144 BK 39/1 REDONDO BEACH
REDONDO BEACH, CALIFORNIA

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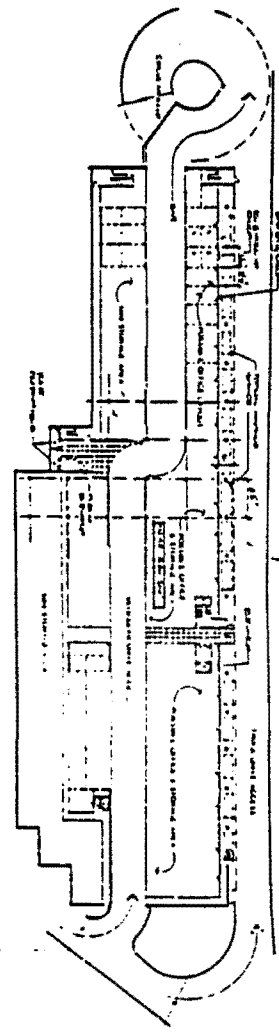
SITE PLANS
P 1



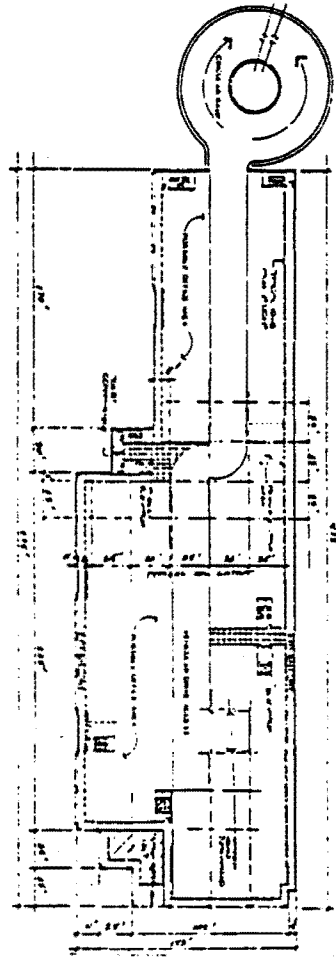
MONUMENT SIGN



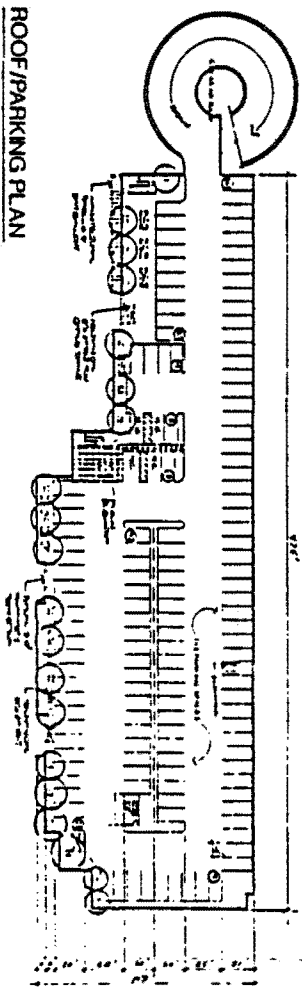
GROUND FLOOR PLAN



SECOND & THIRD FLOOR PLANS



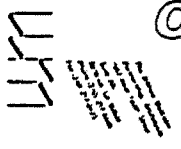
ROOF/PARKING PLAN



ALL DIMENSIONS IN FEET

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Exhibit G
5-97-004

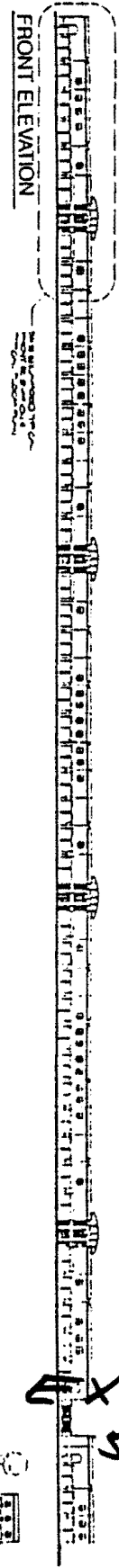


CATALINA TECH. CENTER

CATALINA AVENUE

BLOCK 144 BK. 39-1 REDONDO BEACH
REDONDO BEACH CALIFORNIA

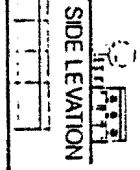
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FRONT ELEVATION

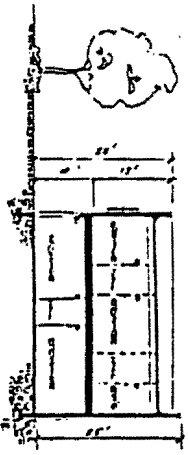


BACK ELEVATION

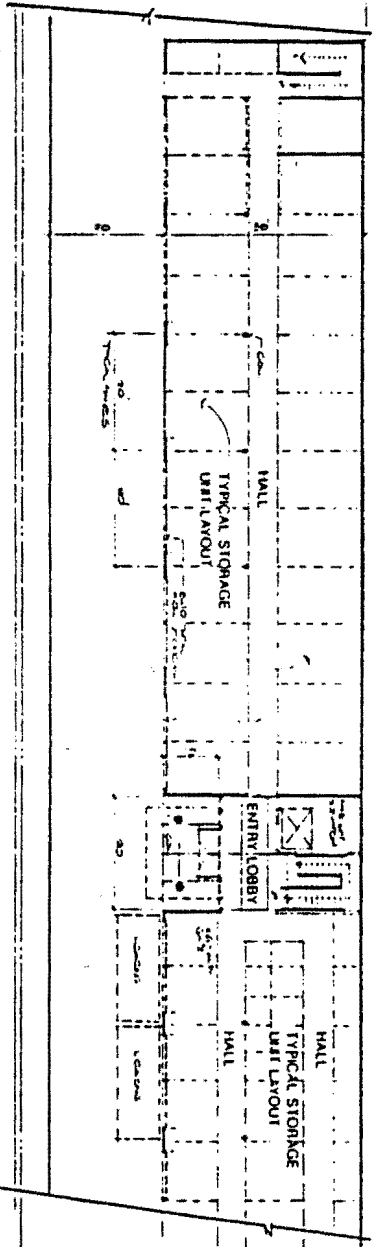


SIDE ELEVATION

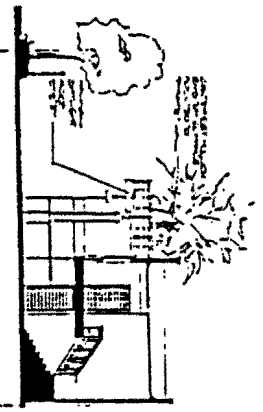
Exhibit J
5-97-004



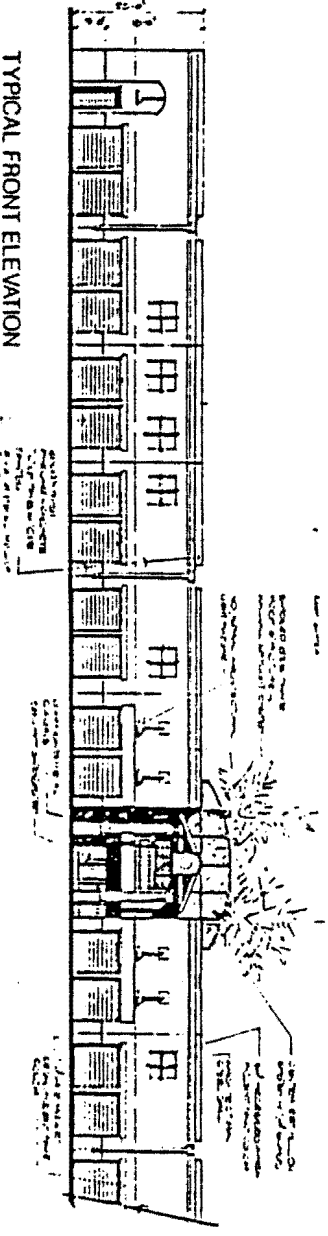
TYPICAL SECTION



TYPICAL FLOOR PLAN



TYPICAL ENTRY BUILDING SECTION



TYPICAL FRONT ELEVATION

CATALINA TECH. CENTER

CATALINA AVENUE

BLOCK 144 BK 39/1 REDONDO BEACH
REDONDO BEACH CALIFORNIA

9628

WTT

2 STORY BLDG DWG
ELEVATIONS & PLANS

P 5

RESOLUTION NO. 7872

RECEIVED
JAN 9 1997

A RESOLUTION OF THE CITY COUNCIL
OF THE CITY OF REDONDO BEACH

(1) AMENDING THE GENERAL PLAN LAND USE MAP
REDESIGNATING ASSESSOR PARCEL NO. 7503013800

FROM P (PUBLIC/INSTITUTIONAL) TO C-5 (COMMERCIAL); AND
(2) AMENDING THE GENERAL PLAN AND HARBOR/CIVIC CENTER
SPECIFIC PLAN RELATING TO DEVELOPMENT STANDARDS
APPLICABLE TO THE C-5 (COMMERCIAL) DISTRICT

CALIFORNIA
COASTAL COMMISSION

WHEREAS, the Planning Commission of the City of Redondo Beach held a public hearing on October 17, 1996 to consider the following amendments to the General Plan and Harbor/Civic Center Specific Plan:

- 1) Redesignate as C-5 (Commercial) the portion of Assessor Parcel No. 7503013800 currently designated as P (Public/Institutional) on the General Plan Map; and
- 2) Permit a building height of up to 75 feet, with a maximum of four stories, on the portion of the C-5 (Commercial) district located west of Catalina Avenue.

WHEREAS, notice of the public review period and circulation of the Initial Study relating to the proposed amendments was given pursuant to State and local laws;

WHEREAS, an application is pending to develop the property at 811-819 North Catalina Avenue with a combination of commercial and mini-storage uses, and this application is contingent upon approval of the proposed amendments to the General Plan and Harbor/Civic Center Specific Plan (and corresponding amendments to the Zoning Ordinance);

WHEREAS, at the public hearing, the Planning Commission reviewed Mitigated Negative Declaration No. 96-24 which includes an evaluation of the environmental impacts of the proposed project at 811-819 North Catalina Avenue (including the proposed amendments to the General Plan, Harbor/Civic Center Specific Plan, and Zoning Ordinance), any comments received during the public review period, along with responses to those comments;

WHEREAS, at the public hearing, the Planning Commission adopted Resolution No. 8381 recommending that the City Council adopt Mitigated Negative Declaration No. 96-24 and amend the General Plan and Harbor Civic/Center Specific Plan as described above;

EXHIBIT K
1056
5-97-004

WHEREAS, the City Council held a public hearing on November, 19, 1996 on the above matters, at which time all interested parties were given an opportunity to be heard and to present evidence;

WHEREAS, notice of the time and place of the public hearings before the Planning Commission and City Council were published according to law in the Easy Reader-Redondo Beach Hometown News, a newspaper of general circulation in the City, and the proposed amendments were further noticed by posting the subject properties and by first class mailing of notices to the owners of the subject properties and to property owners within 300 feet of the exterior boundaries of the subject properties;

WHEREAS, at the public hearing before the City Council on November 19, 1996, the City Council considered the information contained in the initial study and Mitigated Negative Declaration for the proposed amendments, and the City Council adopted a resolution certifying the adequacy of Mitigated Negative Declaration No. 96-24, finding and determining that the proposed amendments will not have a significant effect on the environment, and further finding that the proposed amendments will have a de minimis impact on Fish and Game resources pursuant to Section 21089(b) of the Public Resources Code.

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF REDONDO BEACH FINDS the proposed amendments to the General Plan and Harbor/Civic Center Specific Plan are consistent with the General Plan and the Harbor/Civic Center Specific Plan, and are appropriate for the long range development of the City by ensuring that new development is compatible with the surrounding area; by ensuring that new development maintains and enhances the overall quality of life; and by providing for the economic viability of development which will be of benefit to the health and character of the City.

NOW, THEREFORE, BE IT RESOLVED, by the City Council of the City of Redondo Beach, as follows:

SECTION 1. That the General Plan Land Use Map be amended to redesignate as C-5 (Commercial) the portion of Assessor Parcel No. 7503013800 currently designated as P (Public/Institutional) on the General Plan Map, and that this amendment be reflected in a corresponding correction to the map on page 106 of the Harbor/Civic Center Specific Plan to identify this parcel as included within "Catalina Avenue Subarea Zone 3" and a corresponding correction to the generalized map of the North Catalina Avenue corridor shown on page 2-69 of the General Plan. (See Exhibit A attached).

Exhibit K
2 of 6
5-97-004

SECTION 2. Amend Policy 1.38.7 of the General Plan to read as follows (additions indicated by underline and deletions indicated by ~~striketrough~~):

1.38.7 Permit structures to be constructed to a height of two (2) stories and thirty (30) feet, except on the west side of Catalina Avenue between Francisca Avenue and Beryl Street, where the height may be allowed to increase to a maximum of ~~three (3)~~ four (4) stories and ~~forty-five (45)~~ sixty-five (65) feet, as measured from datum line, ~~to account for topography (II.1).~~

SECTION 3. Amend the "Maximum Permitted Building Height" for Catalina Avenue Sub-area Zone 3 in the Harbor/Civic Center Specific Plan (page 107) to read as follows (additions indicated by underline and deletions indicated by ~~striketrough~~):

Maximum Permitted Building Height

- Two (2) Stories, Thirty (30) Feet; except for the west side of the corridor, between Francisca Avenue and Beryl Street, where, because of the existing topography and non-impacted nature of adjacent industrial and commercial uses, the height limit may be allowed to increase to a maximum of ~~three (3)~~ four (4) stories, ~~forty-five (45)~~ sixty-five (65) feet .

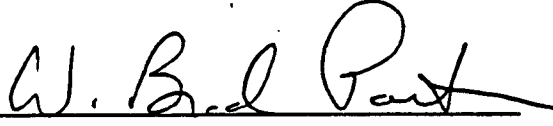
SECTION 4. The City Clerk shall certify to the passage and adoption of this resolution, shall enter the same in the Book of Resolutions of said City, and shall cause the action of the City Council in adopting the same to be entered in the official minutes of said City Council.

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Exhibit K
3076
5-97-004

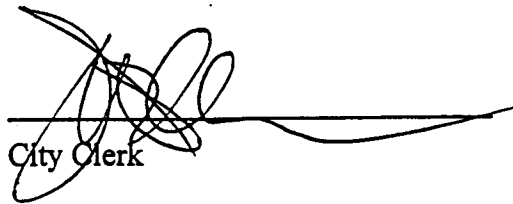
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Passed, approved, and adopted this 19 day of Nov., 1996.



Mayor

ATTEST:



City Clerk

(SEAL)

APPROVED AS TO FORM:

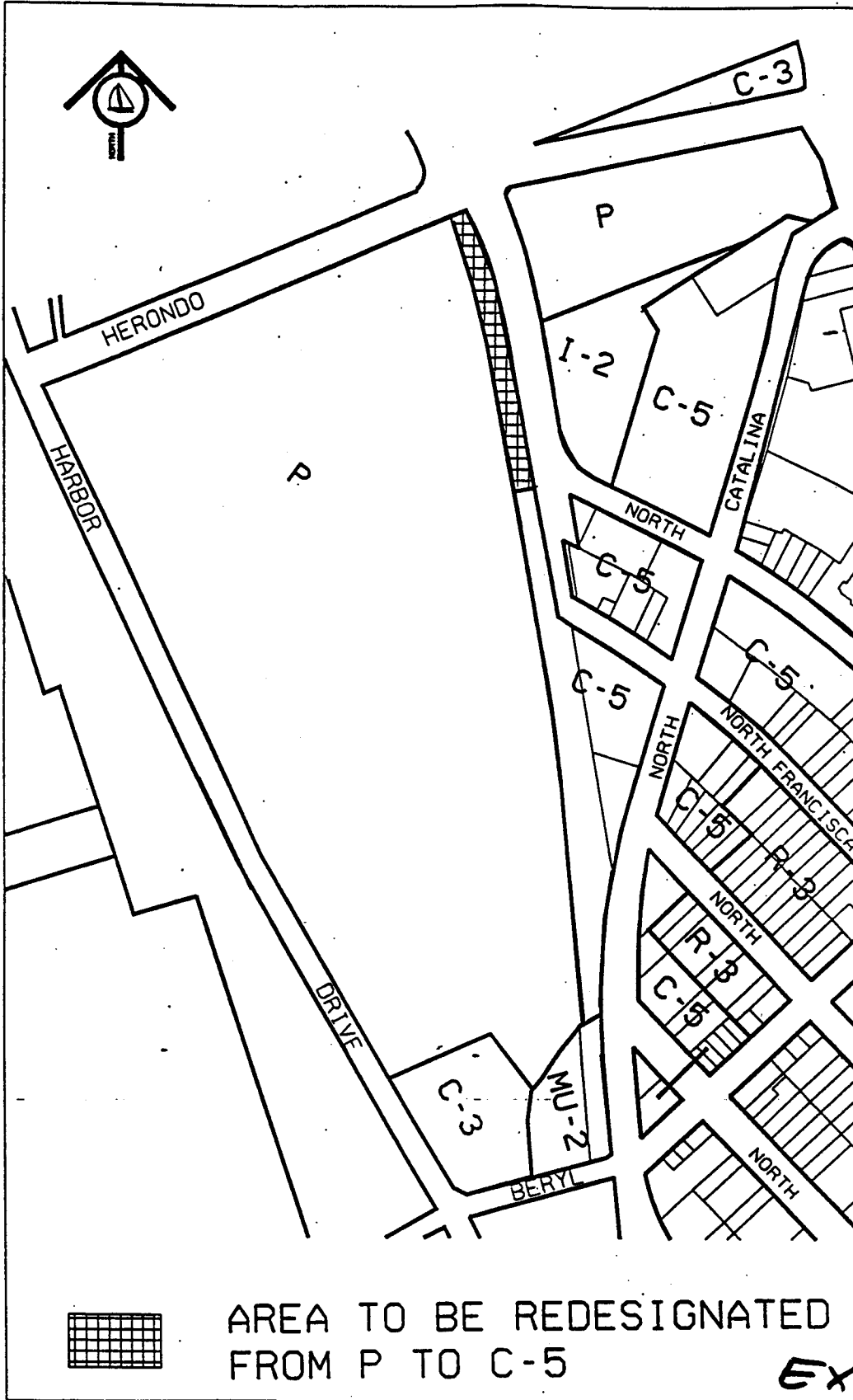


John Eastman
Assistant City Attorney

s:catccr.eso

Exhibit H
4 of 6
5-97-004

EXHIBIT A
General Plan Map



AREA TO BE REDESIGNATED
FROM P TO C-5

Exhibit K
50F6
5-97-004

STATE OF CALIFORNIA)
COUNTY OF LOS ANGELES) ss
CITY OF REDONDO BEACH)

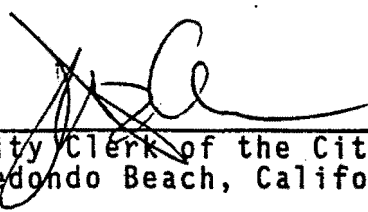
I, JOHN OLIVER, City Clerk of the City of Redondo Beach, California, do hereby certify that the foregoing resolution, being Resolution No. 7872 was passed and adopted by the City Council, at a regular meeting of said Council held on the 19th day of November, 1996, and thereafter signed and approved by the Mayor and attested to by the City Clerk of said City, and that said resolution was adopted by the following vote:

YES: Councilmembers Dawidziak, Hill,
Gin, and White.

NOES: Councilmember Pinzler.

ABSENT: None.

(SEAL)



City Clerk of the City of
Redondo Beach, California

agn\$>vote.resolution

Exhibit K
6 of 6
5-97-004

**PARKING STUDY FOR A
MIXED USE PROJECT
IN THE CITY OF REDONDO BEACH**

INTRODUCTION AND PROJECT DESCRIPTION

The American Standard Development Company is proposing to build a mixed use development in the City of Redondo Beach. The development includes a total of 293,750 square feet of gross floor area in three buildings. The building area will be used for a combination of self-storage warehousing, offices, warehouse storage for offices, and specialty retail. The exact combination of uses will depend upon market conditions and other factors.

This proposed plan for the Redondo Beach project consists of the following buildings:

- 4-story building with office and warehousing 223,300 square feet, gross
- 2-story building for self-storage 65,800 square feet, gross
- 2-story building for self-storage 4,650 square feet, gross

Total: 293,750 square feet, gross

The two-story buildings will only be used for self-storage warehousing, due to parking limitations. The three story building will be used for a mixture of uses, depending in part upon market conditions.

Most of the parking for the development is provided on the roof of the three-story building. This area is intended to meet the needs of building employees and the City Code requirement for the development. There is additional parking in front of the three-story building, which is intended to primarily meet the needs of guests and customers.

Vehicular access to the upper story storage units will be provided by drive aisles on the 2nd, 3rd, and 4th storeys of the building. This driveway area is very unusual when compared with other buildings. It is enclosed within the building footprint, however it is not leasable. It amounts to approximately 25% of the total building area, but it is not occupiable by employees. Most municipal codes would treat nearly all space within the building walls as net floor area when applying codes, however few buildings have vehicular aisle ways within this area. Katz, Okitsu & Associates does not believe that these aisle ways will contributing to parking demand, and we would exclude their area from any calculation of parking demand. However vehicles parked in these aisles would be counted toward site parking demand.

Due to the above factors the leasable floor area for the Redondo Beach project is as follows:

- 4-story building with office and warehousing 156,310 square feet
- 2-story building for self-storage 49,350 square feet
- 2-story building for self-storage 3,487 square feet

Net Leasable Total: 209,147 square feet

Page 1 of 8
Exhibit L



Parking Study for a Mixed Use Project in the City of Redondo Beach

The project developer already owns a similar development in Van Nuys at 15500 Erwin Street. This development is very similar to the proposed development. Known as Van Nuys Self Storage, the development consists of the same combination of office, manufacturing, warehousing, and self-storage uses as the Redondo Beach site. The tenant profile, type of usage, and other aspects of the Redondo Beach site can be described by the Van Nuys site. The nature of parking demand at this building and the types of tenants of the Redondo Beach development can also be approximated accurately at this building.

PROJECT DESCRIPTION AT 15500 ERWIN STREET, VAN NUYS

The project in Van Nuys is a single four-story building designed similar to the Redondo Beach site, in terms of floor plan and tenant profiles. The building has the following components:

- 1000 square foot (sf) managers office
- 1759 Self Storage units of varying size
- 90 leasable office or industrial units.

The self storage units are 80% leased, and the office/industrial units are 100% leased. The building is ten years old and the tenancy is considered to be stable. The 90 leasable units include 87,074 sf of floor space within offices and enclosed storage areas. Virtually all of the units have an outer door access and an interior roll-up door access.

Vehicular access to the upper story storage units will be provided by drive aisles on the 2nd, 3rd, and 4th storeys of the building. Inclusion of this area increases the amount of commercial/industrial space to 115,800 sf. These aisle ways do not contribute to parking demand, and we would exclude their area from any calculation of parking demand. However vehicles parked in these aisles would be counted toward site parking demand.

There are a few distinctions between the Van Nuys site and the Redondo Beach site. There is a significant surplus parking supply on the Van Nuys site, and a vacant lot under common ownership is located next door. As a result, the site also provides for long term storage of automobiles, recreational vehicles, boats, trailers, and other equipment. Most of these vehicles are parked in separate fenced parking areas, however a few vehicles are parked in the outer fringes of the parking areas used by tenants and employees. The demand for these parked vehicles is not created by the leased building areas, so the vehicles should be deducted from parking counts. Since all stored vehicles pay rents, the management has excellent control over the identity of stored vehicles on the site. They are also readily identifiable by their condition and location on the property.

The Redondo Beach site was approved by the City with an allowance for retail commercial uses. There are no tenants at the Van Nuys site that would be classified as retail, with respect to customer traffic. Virtually all tenants are considered office, manufacturing, or storage uses. For this reason, the retail component must be treated separately for the Redondo Beach site.

EXHIBIT L
2 of 8
5-97-004

Table 1

**TYPICAL BUSINESS PROFILES
For Average Storage Land Uses**

Dress Design and Manufacturing	Hospital Equipment Rental
Construction Company Field Office	Business Records
Pay Phone Installation and Repair	School Safety Presentations
Party Celebrity Impersonators	Surveying
Material Storage	Clothing Distributor
Dress Design and Manufacturing	Vending Machine Restocking
Photographic Equipment Repair	Record Storage
Boutique Wood Product Manufacturing	Brake testing
Wholesale Sales to Swap Meet sellers	Charter Bus Rentals/Tours
Brake Equipment testing	Computer Sales
Cosmetics Distributor	Computer Repairs
Home Childproofing Service	Wine Cellar
Alarms and Security	Artist Studio
Business Records Storage	Incense Manufacturer
Party Planning and Decorating	Basket Manufacturer
Import - Export Storage	Plumbing Business
Music Equipment Rental	Management Company
Plumbing Office	landscape Contractor
Clothing Manufacturing	Industrial Microwave Testing
Uniform Service	Cosmetics Distributor
Auto Fleet Sales Order Desk	Computer Sales and Repair
Music Equipment Rental	Home Care Equipment
Brake testing	Basket Manufacturing
Business Record Storage	Picture Framing and Storage

The businesses that lease a single unit in the development, typically have a small office area near the outer front door, however most of the units are used for manufacturing or warehousing. A few units are fully developed as offices, however businesses located in these units generally also have additional space in nearby units that is used for non-office purposes. Virtually all of the businesses have a substantial amount of space devoted to manufacturing or warehousing, either in the same unit as the office, or nearby.

Exhibit L
3078
5-97-004



Parking Study for a Mixed Use Project in the City of Redondo Beach

PARKING DEMAND AT 15500 ERWIN STREET, VAN NUYS

The building manager conducted a count of parked vehicles on the site periodically from April 1 to April 4, 1997. Katz, Okitsu & Associates conducted a similar count on April 8. The results of the surveys were as follows:

April 1	140 vehicles
April 2	157 vehicles
April 3	150 vehicles
April 4	141 vehicles
April 8	136 vehicles

The Katz, Okitsu & Associates survey on April 8 noted 74 additional vehicles on the rooftop parking area that were not attributed to employees or tenants. An additional seven vehicles of this category were noted on the surface lots. These vehicles were paid storage vehicles. Most were readily distinguished as boats on trailers, recreation vehicles, or detached trailers. Other vehicles that had clearly not moved in several weeks were also noted by flat tires, dirty windshields, and other characteristics. These vehicles were not counted during the surveys by building staff, however they were present. These vehicles are excluded from the count reported by Katz, Okitsu & Associates staff on April 8, and they are excluded from the parking demand analysis.

The roof parking area was 50% occupied. The remaining areas were 70% occupied. Virtually all vehicles were observed to be within marked parking spaces, and parking was available in all portions of the parking lot, generally.

The number of vehicles parked at self storage units was negligible, in consideration of the number of units on the premises. All parked vehicles in the surveys above are attributed to building tenants or storage.

The aggregate parking demand for all occupied units is as follows:

Occupied Stalls, Peak	157
Occupied Floor Area	87,074
Square feet per Stall	554
Stalls per 1000 square feet	1.80

The observed parking demand is generally within the bounds of office and industrial uses, including the limits used by the Coastal Commission to evaluate parking. The Commission uses 1/1000 for warehouse, 1/350 for industrial, and 1/225 for office. The observed rate is 1/554. Katz, Okitsu & Associates would recommend use of the 1/554 sf rate for forecasting parking demand at the Redondo Beach site for the office, warehouse, and manufacturing components of the project.

It would be desirable to understand the parking demand present at the site, with respect to parking codes and normal experience for land uses. The approximate floor areas for each use present was indicated above, including areas for office, manufacturing, and warehousing. Typical code requirements cannot be applied directly to the floor areas on the site, because all office space has been excluded from the warehouse and manufacturing uses.

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Table 2 shows the amount of floor area present for all of the uses. The table also shows the reallocation of a portion of the office space to the manufacturing or warehousing uses, so that the traditional ratio of office to non-office space is reflected for manufacturing and warehousing. If this allocation is not made, The parking demand from office employees who support manufacturing and warehousing uses will be double counted. The table then forecasts parking demand based upon normal square feet per employee for each use. This analysis shows that the expected demand for this analysis is close to the actual observed demand. It should be noted that the parking rates are based upon typical parking demands for these types of uses. They are slightly lower than typical parking code requirements for these uses, since parking codes normally have a built-in surplus for planning purposes.

Table 2
Parking Demand Analysis

<u>Usage</u>	<u>Floor Area</u>	<u>Office Support</u>	<u>Adjusted Area</u>	<u>Parking Rate</u>	<u>Parking Demand</u>
Office	20,000	-12000	8,000	1/333	24
Manufacturing	45,000	8000	53,000	1/500	106
Warehousing	22,000	4000	26,000	1/1000	<u>26</u>
TOTAL					156
Observed Peak Demand					157

Although it would be possible to take a similar approach for forecasting parking at the Redondo Beach site, it is simpler to accept the observed parking demand as representative of the combination of office, manufacturing, and warehousing uses. Under this approach the aggregate rate for parking for office/warehouse/manufacturing in this type of development is assumed to be constant, based upon the experience at the Van Nuys site. This approach thus eliminates the need to forecast the floor area used for each individual component of the project, reallocate office space to non-office uses, and apply a separate demand rate to each use. The recommended rate is as follows:

Expected Parking Demand, aggregate
for Office/Manufacturing/Warehouse 1/554 sf

There are no retail uses present at the Van Nuys site, so the parking demand for retail uses at the Redondo Beach site must be forecast in a different manner. Most municipal codes recommend parking supplies for retail uses at 1/250 sf to 1/200 sf. Measured demands at shopping centers show normal demands in the range of 1/300, but provisions for surplus parking are normally recommended. Application of the Coastal Commission's recommended parking requirement for retail uses, 1/225, is used for forecasting parking demand for retail uses.

This study has included parking that was observed for self-storage uses in surveys for other uses, so no special parking provisions are required for this use. Most parking for self-storage occurs in the aisles adjacent to the storage units, so parking stall demand is negligible. A parking rate of 1

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stall per 10,000 sf is normally recommended to insure a modest provision for parking for this use, however the parking demand for self storage on this site is reflected in the parking surveys. No additional parking demand is expected for self-storage use, except as reflected in the parking demand forecasts for office, warehouse, and manufacturing.

The expected parking demand for the Redondo Beach site is estimated from survey data as follows:

Table 3

EXPECTED PARKING DEMAND

<u>Land Use</u>	<u>Square Feet</u>	<u>Parking Rate</u>	<u>Parking Stalls</u>
Manager	3,000	**	
Office	44,000	**	
Warehouse/Mfg.	47,147	**	
Subtotal	94,147	1/554	169
Retail	15,000	1/225	66
Self Storage	<u>100,000</u>	**	<u>0</u>
Total:	209,147		235

** Parking for Manager, Office, Manufacturing, and Warehouse uses is based upon aggregate rate for these uses. Parking for Self Storage is negligible and is included in the aggregate rate for the other uses.

The total parking provided is 271 stalls, so the project shows a 15% surplus. This amount of surplus parking is considered adequate, particularly in consideration that the parking rate for retail is a "code" requirement and reflects a surplus. The actual demand for retail will be closer to 1/333 sf, resulting in an additional surplus of 20 parking stalls.

The California Coastal Commission has a set of rates used to evaluate parking supply for developments. Table 3 shows the application of these rates to the proposed development. The table does not show the presumed distribution between warehouse and manufacturing uses, because the difference is not distinguished in the project application, and the Commission staff has not determined the proper proportion.

This value is substantially different than the forecasted demand for this site. There are several reasons for the discrepancy. Application of the 1/1000 sf storage rate for self-storage is not realistic. The parking demand for this type of use is met within the driveway aisles adjacent to the storage units. The demand for parking in stalls is very low, and occurs primarily at the managers office. Katz, Okitsu & Associates would attribute no more than 4-6 parked vehicles to self-storage activity.

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Table 4

COASTAL COMMISSION PARKING
REQUIREMENTS FOR THE TO PROPOSED LAND USE

<u>Land Use</u>	<u>Square Feet</u>	<u>Parking Rate</u>	<u>Parking Stalls</u>
Retail	15,000	1/225	67
Office	44,000	1/250	176
Industrial	47,147	1/350	134
Warehouse	0	1/1000	0
Storage	100,000	1/1000	100
Manager Unit	<u>3,000</u>	2 each	<u>2</u>
Total:	209,147		479

The nature of use of space for the office and warehouse components of the project is not properly reflected in application of code requirements to each use. Most of the tenants are expected to have offices that occupy only a fraction of the rented space. The balance of each unit is used for manufacturing or storage, resulting in lower employee densities than conventional offices. If tenants construct offices throughout the unit, they would normally also lease warehouse space for storage nearby. As a result, there is a relationship between the office space and the warehouse space.

While office space is present in the development, most of the offices are directly related to nearby warehouse or manufacturing uses. The parking demand for offices providing support for manufacturing uses is normally reflected in the rates for these other uses. If parking for office space is identified separately, it is customary to use much lower parking rates for adjacent warehouse or manufacturing space. Otherwise, the parking needs of office employees within manufacturing or warehouse uses are being double counted.

Katz, Okitsu & Associates believes that the most accurate way to forecast parking demand is by following the methodology presented in this report. Our forecast is based upon the observed parking demand for the similar site in Van Nuys, adjusted to account for size and retail usage differences at the Redondo Beach site. This report has also shown that it is possible to "predict" the actual parking experience at the Van Nuys site after carefully allocating office space to the industrial and manufacturing uses that do not have adjacent offices, however this approach requires many more assumptions. We believe that the profile of tenants in the Redondo Beach project will be very similar to the types of tenants in the Van Nuys site. For this reason, the aggregate parking rate approach is recommended.

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CONCLUSION

The parking demand for the Redondo Beach site can be forecast by measuring the parking demand at the Van Nuys site, and by applying the rate observed to the manufacturing, office, warehouse, and most other occupied uses. Additional parking demand must also be forecast for the retail component of the project.

The expected peak parking demand for the Redondo Beach site is 235 vehicles. The parking supply is 271 vehicles, so a surplus of 36 or more stalls is expected at all times. This forecast assumes that the retail component of the project will have a demand equal to the code requirement. In fact, all code requirements reflect a surplus, which is desirable for planning purposes. If actual parking demand for proposed retail uses is less than the amount required by the "code" requirement, the amount of surplus is 56 stalls during peak periods.

The proposed parking for the site will be more than adequate to meet the expected parking demand. Katz, Okitsu & Associates recommends that the project be evaluated without concern for the adequacy of the parking supply.

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Sec. 7-9-95. M1 "Light Industrial" District Regulations.

All references to this section shall include sections 7-9-95.1 through 7-9-95.7.

Sec. 7-9-95.1. Purpose and intent.

The M1 District is established to provide for the development and maintenance of light industrial uses and industry-supporting activities.

Industry-supporting activities are those activities which tend to promote the vitality of light industrial areas by providing a convenient location for services incidental to the conduct of business of the permitted uses, thus internalizing vehicle trips for such services. Industry-supporting activities are typically those which naturally locate in an industrial area because the principal part of their business activity is derived from such areas.

It is intended that these regulations promote the effective operation of light industrial uses by site design and by excluding incompatible uses. It is also intended that potentially significant adverse environmental impacts on the surrounding community be prevented.

In those areas of the District where a wide mix of older general retail commercial uses have been established, a secondary intent shall be to support appropriate new uses of high quality over simple consistency with these older, established uses.

Sec. 7-9-95.2. Principal uses permitted subject to a site development permit.

The following principal uses are permitted, subject to the approval of a site development permit per section 7-9-150.

- (a) Assembly of component or finished products.
- (b) Automobile parking lots and structures per section 7-9-145.
- (c) Communication transmitting, reception or relay facilities.
- (d) Mail-order businesses.
- (e) Manufacturing of component or finished products.
- (f) Mini-storage facilities or warehouses.
- (g) Motion picture and recording studios; radio or television ~~stations.~~
- (h) Police and fire stations.
- (i) Recycling businesses for beverage and food containers and paper products.
- (j) Utility facilities.
- (k) Wholesale businesses.

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(1) Industry-supporting commercial activities.

- (1) Administrative, professional and business offices (defined as labor/business associations, commercial insurance, loan brokerage, commodity brokers and dealers, security services, accountants, planning, engineering and design firms, attorneys, and related uses).
- (2) Advertising and publishing businesses.
- (3) Answering (and communication) services.
- (4) Automobile and truck rental agencies.
- (5) Barber and beauty shops.
- (6) Blueprinting, reproduction and copying services, and photo supplies.
- (7) Cocktail lounges and bars.
- (8) Credit unions (and commercial credit institutions).
- (9) Delicatessen (specialty food product) sales and catering.
- (10) Dispensing pharmacy.
- (11) Emergency health service facilities.
- (12) Employment search, placement, and temporary help agencies.
- (13) Engineering and stationery supplies.
- (14) Florists without arrangement displays.
- (15) Health and athletic clubs.
- (16) Janitorial businesses.
- (17) Landscaping businesses.
- (18) Messenger, mail and delivery service.
- (19) Office furniture, equipment, and supplies (including computer equipment, office furnishing, installation, and interior decoration).
- (20) Photoengraving, printing and bookbinding.
- (21) Restaurants.
- (22) Travel agencies.
- (23) Vocational schools.

Sec. 7-9-95.5. Accessory uses permitted.

The following accessory uses and structures are permitted when customarily associated with and subordinate to a permitted principal use on the same building site.

- (a) Uses per section 7-9-137.
 - (1) Detached buildings.
 - (2) Fences and walls.
- (b) Signs per section 7-9-144.
- (c) On-site caretakers quarters.
- (d) Accessory uses and structures which the Director, EMA, finds consistent with the purpose and intent of this district.

Sec. 7-9-95.6. Prohibited uses.

Notwithstanding sections 7-9-95.2 through 7-9-95.5, the following uses are specifically prohibited.

- (a) Mining or processing of cement, sand, gravel, clays and other minerals or earth products.
- (b) Uses not permitted by sections 7-9-95.2 through 7-9-95.5.

Sec. 7-9-95.7. Site development standards.

- (a) Building site area. Ten thousand (10,000) square feet minimum except per section 7-9-126.1.
- (b) Building height. Thirty-Five (35) feet maximum except per section 7-9-126.1
- (c) Building setbacks. Per sections 7-9-127, 7-9-128 and 7-9-137.
- (d) Off-street parking. Per section 7-9-145.
- (e) Loading. All loading operations shall be performed on the building site and shall be screened by a landscape or architectural feature in such a manner as not to be visible from a public street or from adjacent residential or agricultural districts.
- (f) Trash and storage areas. All storage of cartons, containers and trash shall be enclosed by a building or by a wall not less than six (6) feet in height. If unroofed, no such area shall be located within forty (40) feet of any district zoned for residential or agricultural use.
- (g) Roof appurtenances. All roof structures, such as air conditioning units, or ventilation devices, shall be screened from view.

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- (11) Convalescent and nursing homes, homes for the aged, rest homes, children's homes and sanitariums. 1 for every 4 beds in accordance with the resident capacity of the home as listed on required license or permit.
- (12) Dance halls. 1 for each 7 square feet of dance floor area, plus 1 for each 35 square feet of additional gross floor area.
- (13) Day nurseries, including pre-schools and nursery schools. 2 for each 3 employees and teachers plus 1 loading space for every 8 children.
- (14) Golf courses.
- a. Driving ranges. 1 per tee, plus the spaces required for additional uses on the site.
- b. Pitch and putt and miniature golf courses. 3 per hole, plus requirements for accessory uses.
- c. Regulation course. 8 per hole, plus the space required for additional uses on the site.
- (15) Handball/racquetball facility. 1.5 for each court plus the spaces required for additional uses on the site.
- (16) Health studios and spas. 1 for each 150 square feet of gross floor area (for the purposes of this subsection, swimming pool area shall be counted as floor area).
- (17) Hospitals. 1.75 for each patient bed.
- (18) Industrial uses of all types except a building used exclusively for warehouse purposes. 1 for each 500 square feet of gross floor area.
- (19) Laundry or dry cleaning establishments, solely coin operated. 1 for each 3 machines.
- (20) Libraries. 1 for each 300 square feet of gross floor area.
- (21) Lumberyards. 1 for each 500 square feet of gross floor area for retail sales, plus 1 for each 1,000 square feet of open area devoted to display or sales, plus 1 for each 2 employees.
- (22) Model home sales complex. 10 spaces.

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- b. College, universities and institutions of higher learning. 1 for each 3 full-time equivalent students, plus 1 for each 2 faculty and employee members.
- c. Senior high schools. 1 for each member of the faculty and each employee, plus 1 for each 6 full-time equivalent students regularly enrolled.
- d. Trade schools, business colleges and commercial schools. 1 for each 3 student capacity of each classroom plus 1 for each faculty and employee member.
- (31) Shopping centers. 1 for each 200 square feet of gross floor area pursuant to section 7-9-145.4(i)(5). Regional shopping centers may require additional parking and will be evaluated on a case-by-case basis.
- (32) Skating rinks, ice or roller. 1 for each 100 square feet of gross floor area, plus the spaces required for additional uses on the site.
- (33) Stables, commercial. Sufficient area, treated to prevent dust, to provide for the needs of customers and employees, but not less than 1 accessible space for each 5 horses kept on the premises.
- (34) Storage yards in connection with contractor's business; salvage yard; junk yard; automobile wrecking yard. 6 which shall be separated from the enclosed storage area.
- (35) Swimming pools, commercial. 1 for each 500 square feet of gross enclosed area, plus the spaces required for additional uses on the site.
- (36) Tennis clubs, commercial. 3 for each court, plus the spaces required for additional uses on the site.
- (37) Timeshare condominiums and timeshare hotels. 1.5 for each dwelling unit.
- (38) Warehouses, storage building or structures used exclusively for storage. 1 for each 1,000 square feet of gross floor area for storage purposes.
- (39) Wholesale establishments and warehouses not used exclusively for storage. 1 for each 500 square feet of gross floor area excluding that area devoted to office or sales, plus 1 for each 250 square feet of office or sales area.

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