

CALIFORNIA COASTAL COMMISSION

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



Filed: November 4, 1997  
49th Day: December 23, 1997  
180th Day: May 3, 1998  
Staff: John T. Auyong *John*  
Staff Report: December 19, 1997  
Hearing Date: January 12-16, 1998  
Commission Action:

STAFF REPORT: REGULAR CALENDAR

APPLICATION NO.: 5-97-282

APPLICANT: Kathleen Sangster AGENT: James Heaton

PROJECT LOCATION: 403 Via Lido Soud, City of Newport Beach, County of Orange

PROJECT DESCRIPTION: Improvements to a single-family residence consisting of; 1.) adding a new 852 square foot second dwelling unit above the existing 1-story 2-car garage plus a 32 square foot 1st floor entry for this unit, 2.) lowering the garage floor six inches to accommodate two 2-car stackers to provide room for four cars, 3.) installing two 2-car stackers in the garage, and 4.) adding 45 square feet to the existing home and 14 square feet to the garage.

Lot area: 4,440 square feet  
Building coverage: 2,591 square feet  
Pavement coverage: 1,715 square feet  
Landscape coverage: 134 square feet  
Parking spaces: Four (2 at grade plus 2 in a car-stacker)  
Zoning: MFR  
Land Use Plan designation: Single Family Detached Residential  
Height above finished grade: 23'9"

LOCAL APPROVALS RECEIVED: City of Newport Beach Approval-in-Concept 1131-97

SUBSTANTIVE FILE DOCUMENTS: City of Newport Beach Certified Land Use Plan

SUMMARY OF STAFF RECOMMENDATION:

## 5-97-282 (Sangster)

Staff is recommending approval of the proposed project with special conditions regarding; 1.) submitting the specifications and maintenance requirements of the proposed car stacker to the Executive Director for review and approval if a model different than the one indicated in Exhibit C, Page 2, is selected to ensure it is suitable for residential use, and 2.) maintaining the proposed car stackers in proper working order and requiring the use of the car stackers.

**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, located between the nearest public roadway and the shoreline, will be in conformity with the provisions of Chapter 3 of the California Coastal Act of 1976, including the public access and recreation policies of Chapter 3, 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.

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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. **Selection of car stacker.** Should the applicant select a car stacker which is not Harding - AFG, Inc. Model 2301-2302, then PRIOR TO ISSUANCE OF THE COASTAL DEVELOPMENT PERMIT, the applicant shall submit, for the review and approval of the Executive Director, the specifications of the car stacker model that will be selected for use in the proposed development, including the car stacker manufacturer's and retailer's statements that the car stacker can be used for cars (including trucks, minivans, and sport utility vehicles typically used as passenger automobiles) in an enclosed garage residential duplex setting, and the manufacturer's and retailer's recommendations for the proper use of the selected car stackers for residential parking purposes and the recommended maintenance schedule and procedures.
2. **Maintenance and use of car stackers.** The permittee shall maintain the proposed car stackers in proper working order at all times. The car stackers shall be used at all times for parking the cars of the occupants of the development.

**IV. FINDINGS AND DECLARATIONS.****A. *Project Description.***

The applicant is proposing improvements to a single-family residence. The improvements consist of; 1.) adding a new 852 square foot second dwelling unit above the existing 1-story 2-car garage plus a 32 square foot 1st floor entry for this unit, 2.) lowering the garage floor six inches to accommodate two 2-car stackers to

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provide room for four cars, 3.) installing two 2-car stackers into the proposed garage, and 4.) adding 45 square feet to the existing home and 14 square feet to the garage.

**B. Public Access.****1. Parking.**

Section 30252 of the Coastal Act states, in relevant part:

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

The subject site is a harborfront lot. When a development does not provide adequate on-site parking, users of that development who cannot find an on-site parking space are forced to occupy off-site public parking that could be used by visitors to the coastal zone. A lack of public parking discourages visitors from coming to the beach and other visitor-serving areas, resulting in adverse public access impacts. Thus, all development must provide adequate on-site parking to minimize adverse impacts on public access.

In past Commission actions, the Commission has routinely used specific parking standards, particularly in the area of the proposed development. The Commission has consistently found that two parking spaces are adequate to satisfy the parking demand generated by individual dwelling units. The proposed development would add a second dwelling unit to an existing single-family residence. Therefore, the proposed development would intensify the use of the site. Thus, the proposed development should provide four on-site parking spaces, based on the Commission's regularly used parking standards.

Because of the narrow width of the lot by the garage and the narrow street-side setback, additional parking spaces could not be accommodated on-site at grade without demolishing the existing residence. Further, because Lido Isle is entirely residential (i.e.; no commercial uses), there are few, if any, opportunities for off-site parking readily available nearby which could be leased by the applicant.

Therefore, the applicant is proposing to provide the 4 required on-site parking spaces through the installation of two 2-car stackers. The proposed car stackers would result in two of the spaces being above the other two spaces, rather than all spaces being side-by-side. With the installation of the car stackers, 4 on-site spaces would be

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provided which would adequately meet the demand of the proposed development, based on the Commission's regularly used parking standards.

The applicant's representative has indicated that there are three residential car stacker models from which to choose. The estimated price range of one car stacker is between four and five thousand dollars (\$4000 - \$5000). The installation fee is estimated to be three hundred dollars (\$300). Yearly maintenance costs are estimated to be one hundred dollars (\$100). Given the \$95,000 estimated total cost of the proposed development, and the value of the existing home, the additional fees for purchase, installation, and maintenance of the car stackers would add just over ten percent to the cost of the project and not impose a significant financial burden.

City fire prevention and code enforcement staff have indicated to Coastal Commission staff that they have not experienced problems with car stackers elsewhere in the City, nor do they have any particular concern with the car stackers. Two other residential projects which included car stackers were approved by the City in the categorically excluded interior section of Lido Isle, one at 663 Via Lido Nord and one at 215 Via Lido Soud. According to the applicant's representative, the car stackers at 215 Via Lido Soud are not used because the owners do not have enough cars to use the stackers. However, the applicant's representative indicated that the owners of the car stackers at 663 Via Lido Nord readily use their car stacker and have not experienced any problems.

Should one or both of the proposed car stackers have a mechanical failure and become inoperable, however, the proposed development would then be deficient in parking. The applicant's representative has indicated that a car stacker would likely be inoperable due to mechanical failure not more than two days, given the quick response time for maintenance. Since the car stackers and parts are made in America, delays in parts delivery should not be a factor. Staff visited the 663 Via Lido Nord site late one winter afternoon and observed that, from the number of cars parked on the street, there did not appear to be heavy demand for beach access public parking at that time.

However, given the space constraints on Lido Isle, it is likely that people who own more than two cars may consider installing car stackers in the future. If the number of car stackers increases, the possibility of more breakdowns and more cars being parked on the street also increases. Increased numbers of cars on the street would reduce the amount of parking for the general public. Therefore, the Commission finds that it is necessary to ensure that the applicant and future owners regularly use

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the proposed car stackers for parking and that they properly maintain the car stackers to minimize mechanical failure.

Thus, the Commission finds that a special condition is necessary requiring the applicant to maintain the car stackers in proper working order at all times and that they must be used for parking their cars. The applicant has submitted detailed information on possible car stackers (see Exhibit C) and is contemplating Harding - AFG, Inc. Models 2301-2302. However, since the applicant has not yet made a final decision on the specific model of car stacker to be used, the Commission finds that the applicant must submit, for the review and approval of the Executive Director, the specifications and maintenance schedule/methods for the proposed car stacker if it is not Harding - AFG, Inc. Models 2301-2302, to ensure that the selected model is suitable for residential (enclosed) use. As conditioned, the Executive Director determines that the proposed development would be consistent with Section 30252 of the Coastal Act.

**2. Provision of Access.**

Section 30212 of the Coastal Act states, in relevant part:

*(a) Public access from the nearest public roadway to the shoreline and along the coast shall be provided in new development projects except where:*

*(2) adequate access exists nearby*

The subject site is located between the nearest public roadway and the shoreline of Lido Isle. The proposed development would not result in direct adverse impacts, neither individually nor cumulatively, on physical vertical public access. Vertical public access to the island's bulkhead is provided one block to the northwest of the subject site. Therefore, the Commission finds that no public access is necessary with the proposed development. Thus, the Commission finds that the proposed development would be consistent with Section 30212 of the Coastal Act.

**C. Local Coastal Program.**

Section 30604(a) of the Coastal Act provides that the Commission shall issue a Coastal Development Permit only if the project will not prejudice the ability of the local government having jurisdiction to prepare a local coastal program ("LCP") which conforms with the Chapter Three policies of the Coastal Act.

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The City of Newport Beach Land Use Plan (LUP) was originally certified on May 19, 1982. The implementing actions have not yet been submitted for action by the Commission. The City's zoning map, which would likely be proposed by the City as part of the LCP implementing actions, designates the site as Multi-Family use. The LUP also designates the subject site for Multi-Family Residential use, although the most current version of the LUP map erroneously lists the site as single-family residential use. The proposed second unit would be consistent with the LUP.

As conditioned, the proposed development is consistent with the public access policies of Chapter Three of the Coastal Act. Therefore, the Commission finds that approval of the proposed development, as conditioned, would not prejudice the City's ability to prepare a local coastal program consistent with the Chapter Three policies of the Coastal Act.

**D. *California Environmental Quality Act.***

Section 13096 of Title 14 of the California Code of Regulations requires Commission approval of Coastal Development Permits 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.

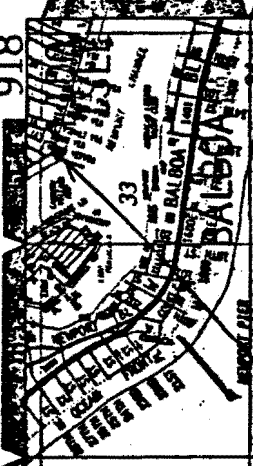
The proposed development is located in an urban area. Development already exists on the subject site. All infrastructure necessary to serve the site exist in the area. The proposed project has been conditioned in order to be found consistent with the public access policies of Chapter Three of the Coastal Act. Mitigation measures requiring; 1.) providing the Executive Director with the specifications and maintenance requirements for the car stackers for review and approval, and 2.) requiring the permittee to maintain the car stackers in proper working order at all times and to use the car stackers for parking cars; will minimize all significant 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, as conditioned, can be found consistent with the requirements of the Coastal Act to conform to CEQA.

918

SEE 919 MAP

SEE 918 MAP



NEWPORT BEACH

SITE LOCATION

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 CALIFORNIA  
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 OCEAN

SEE 888 MAP

PACIFIC

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Vicinity Map

EXHIBIT # A

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SEE 918 MAP

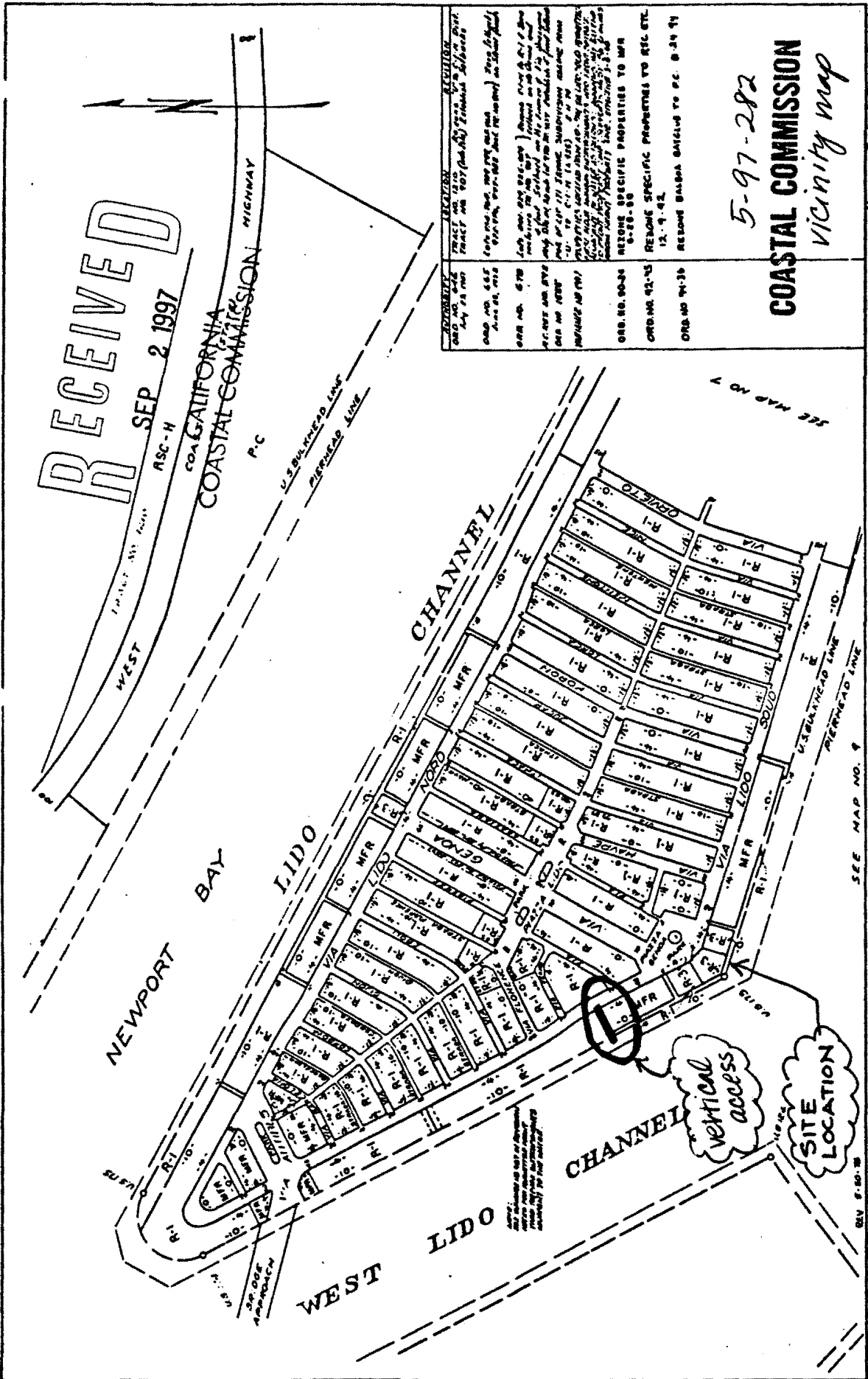


SEE MAP NO. 21

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SEE MAP NO. 1



SEE MAP NO. 25

PROPERTY	SECTION
040, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100	SECTION 1
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*vicinity map*

EXHIBIT # *A*  
 PAGE *2* OF *2*

ORD. NO. 895  
 DEC. 24, 1986

MAP NO. **6**

### DISTRICTING MAP NEWPORT BEACH - CALIFORNIA

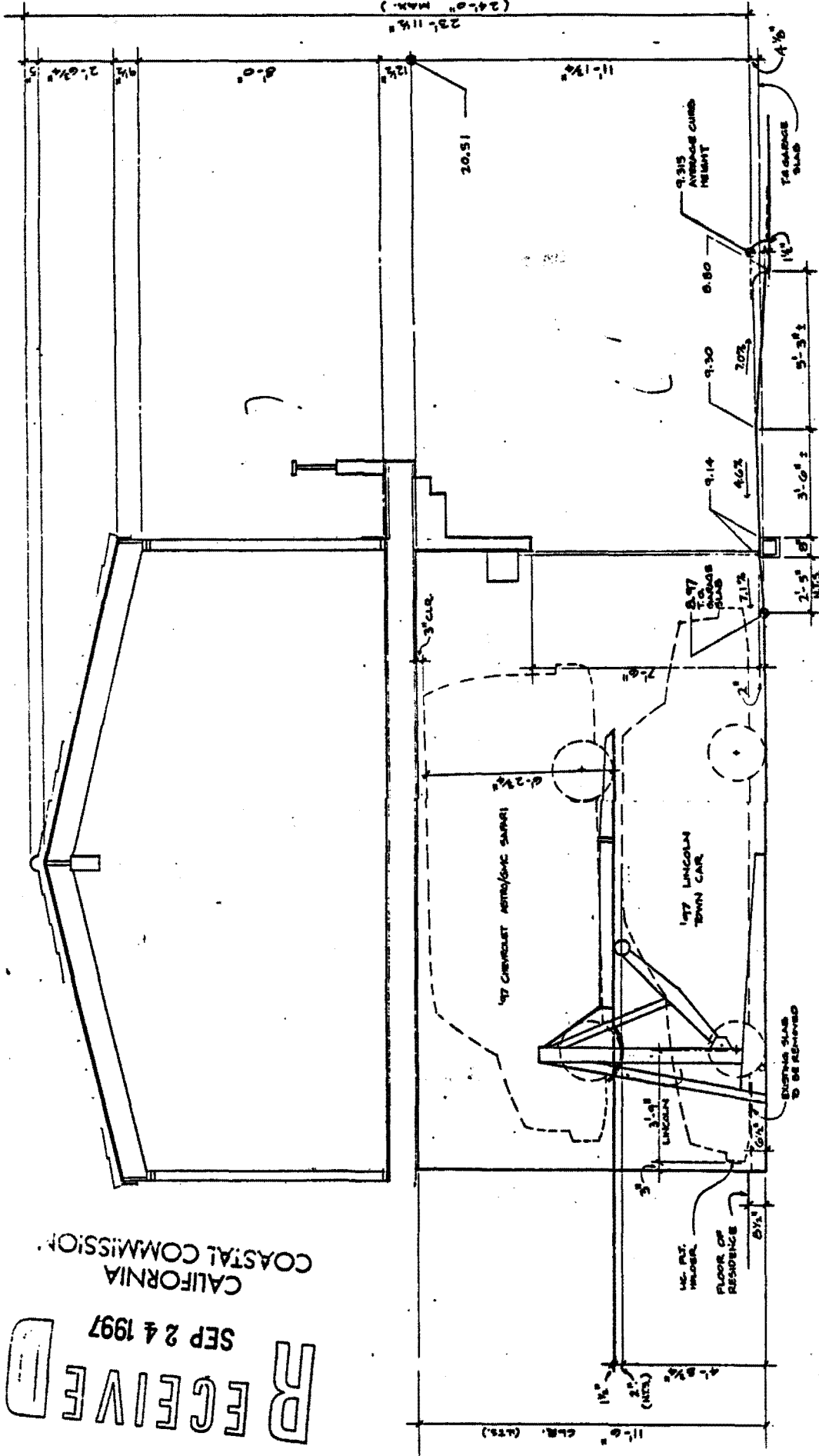
R-3	RESTO MULTIPLE FAMILY RESIDENTIAL
C-1	LIGHT COMMERCIAL
C-2	GENERAL COMMERCIAL
M-1	MANUFACTURING
U	UNCLASSIFIED
A-2	AGRICULTURAL RESIDENTIAL
R-1	SINGLE FAMILY RESIDENTIAL
R-2	DUPLEX RESIDENTIAL
MFR	MULTIPLE FAMILY RESIDENTIAL
CB-1, CB-2	COMBING DISTRICT

Front Yard Depth In Feet Shown In 3'-10'

SCALE: 1" = 100 FEET

SEE MAP NO. 6

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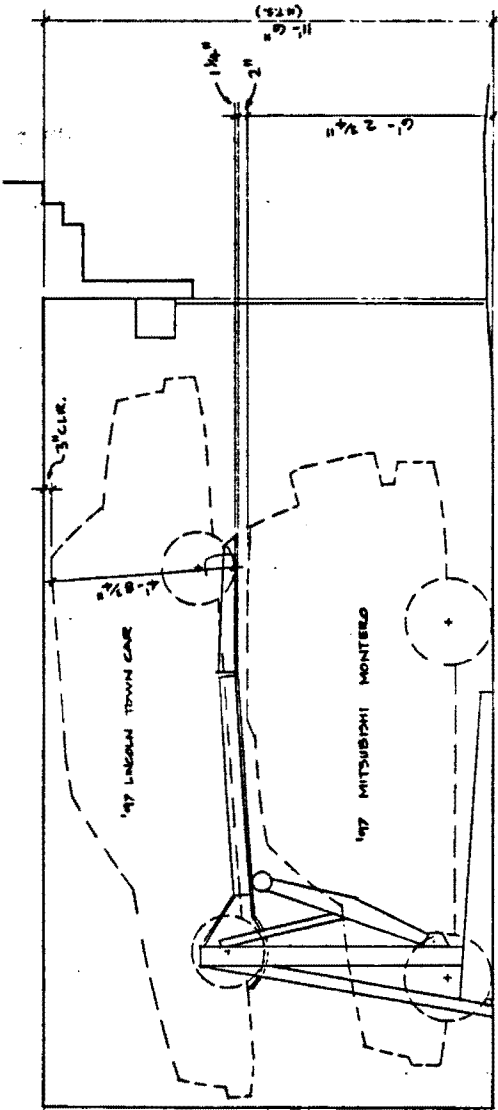


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GARAGE SECTION X-X  
 1/2" = 1'-0"  
 SANDPETER RESIDENCE

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Plans

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GARAGE SECTION X-X, ALTERNATE CAR LAYOUT 1/2" = 1'-0"  
SANDWEEZ RESIDENCE

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SITE PLAN / ROOF PLAN

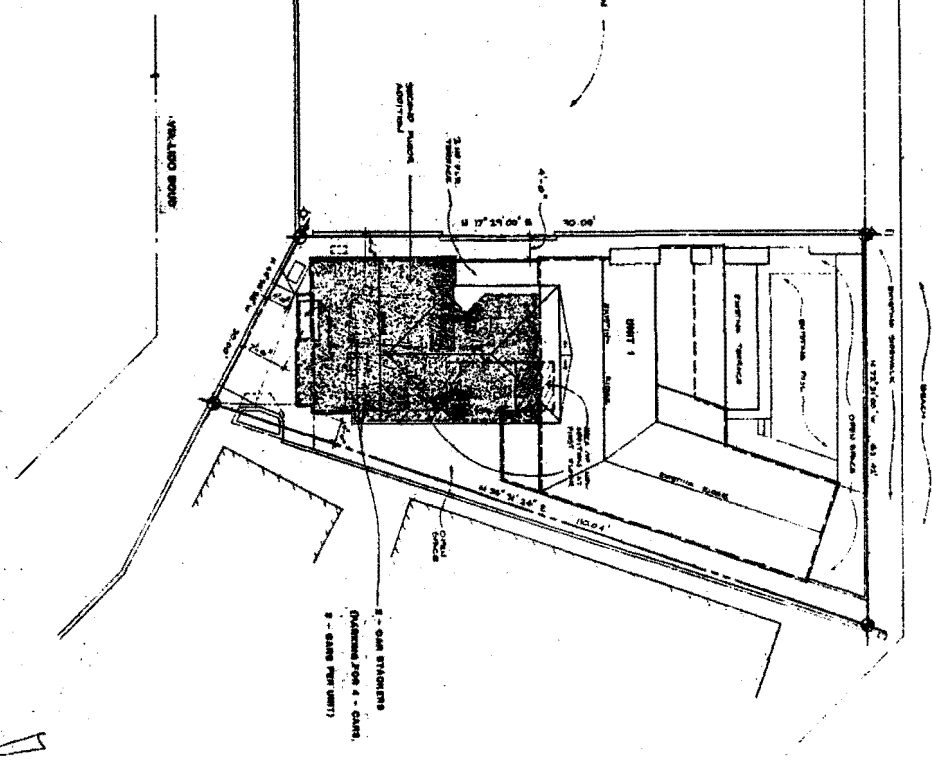
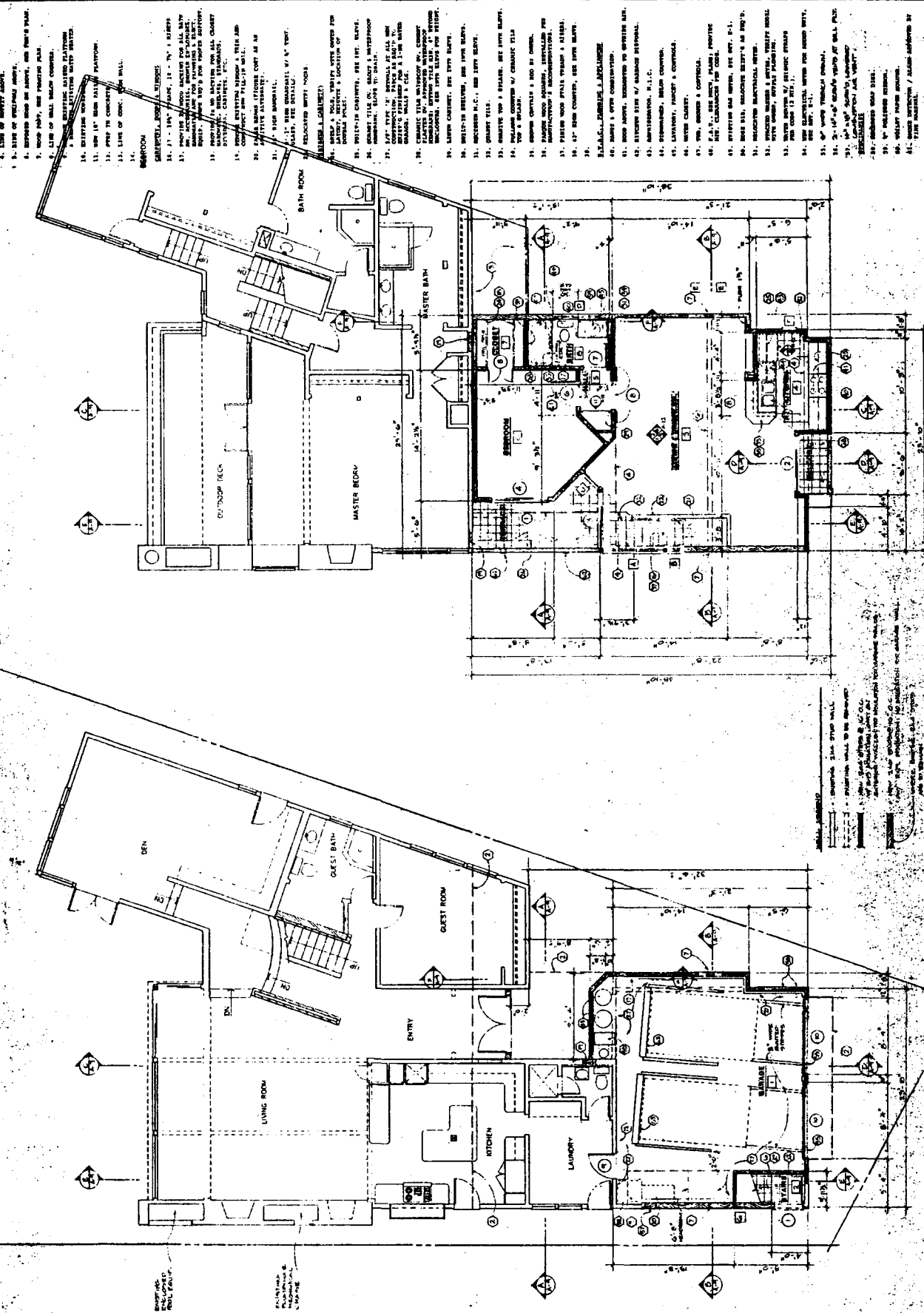


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*Plans*



**FIRST FLOOR PLAN**

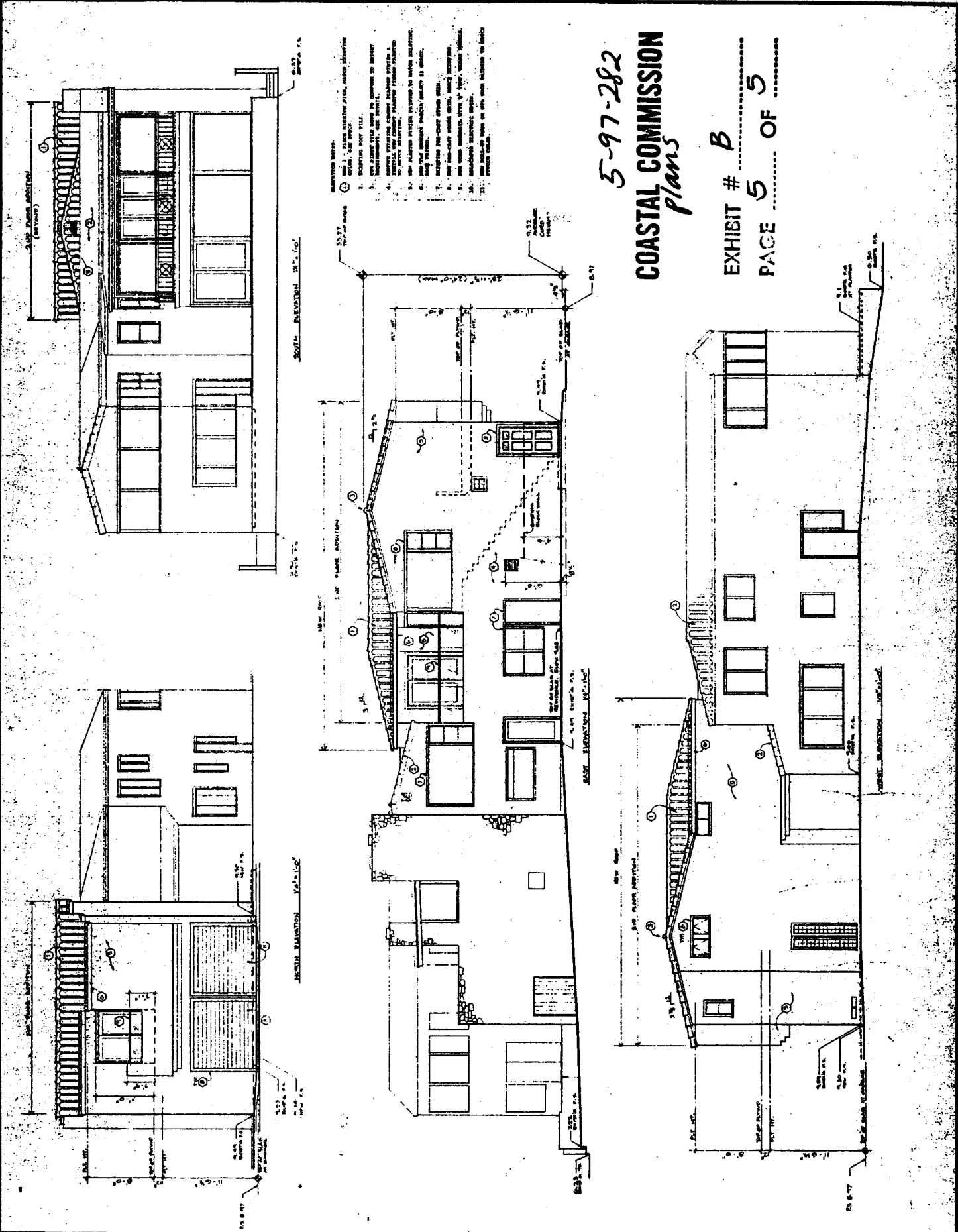
**SECOND FLOOR PLAN**



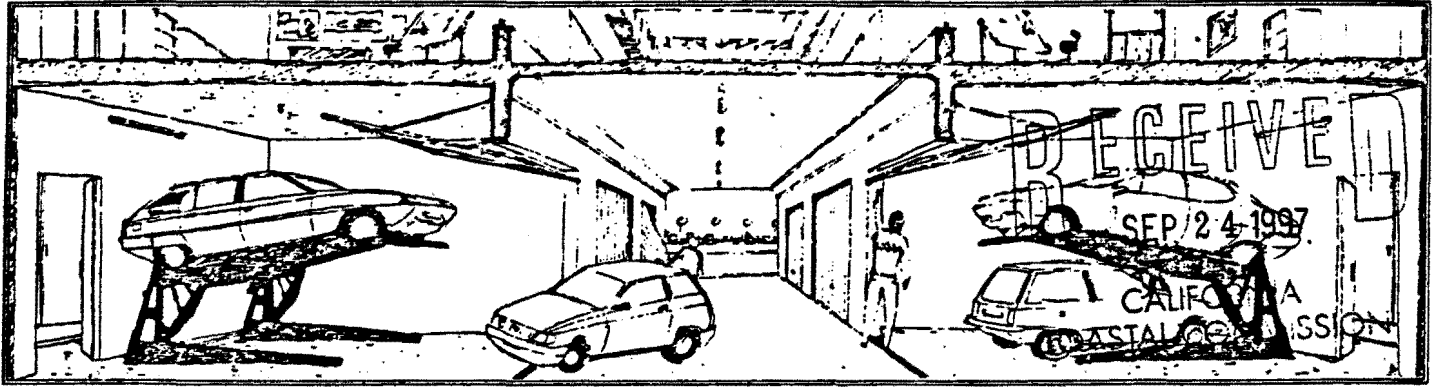
1. EXISTING WALLS  
 2. NEW WALLS  
 3. EXISTING DOORS  
 4. NEW DOORS  
 5. EXISTING WINDOWS  
 6. NEW WINDOWS  
 7. EXISTING STAIRS  
 8. NEW STAIRS  
 9. EXISTING HALLS  
 10. NEW HALLS  
 11. EXISTING CLOSETS  
 12. NEW CLOSETS  
 13. EXISTING BATHS  
 14. NEW BATHS  
 15. EXISTING KITCHENS  
 16. NEW KITCHENS  
 17. EXISTING LAUNDRIES  
 18. NEW LAUNDRIES  
 19. EXISTING GUEST ROOMS  
 20. NEW GUEST ROOMS  
 21. EXISTING DEN  
 22. NEW DEN  
 23. EXISTING MASTER BEDROOMS  
 24. NEW MASTER BEDROOMS  
 25. EXISTING MASTER BATHS  
 26. NEW MASTER BATHS  
 27. EXISTING BATH ROOMS  
 28. NEW BATH ROOMS  
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 30. NEW PORCHES  
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 69. EXISTING GARAGES  
 70. NEW GARAGES

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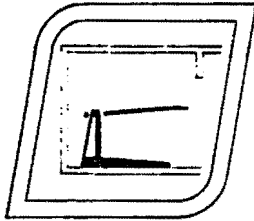
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*plans*  
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- ANNOTATION KEY:**
1. NEW DOOR
  2. NEW WINDOW
  3. EXISTING WALL
  4. EXISTING WALL TO BE REMOVED
  5. EXISTING WALL TO BE REPAIRED
  6. EXISTING WALL TO BE REFINISHED
  7. EXISTING WALL TO BE REPAIRED AND REFINISHED
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  18. EXISTING WALL TO BE REPAIRED AND REFINISHED WITH NEW FINISH AND NEW DOOR AND NEW WINDOW AND NEW WALL AND NEW ROOF AND NEW FLOOR AND NEW CEILING AND NEW LIGHTING AND NEW PAINT AND NEW LANDSCAPING
  19. EXISTING WALL TO BE REPAIRED AND REFINISHED WITH NEW FINISH AND NEW DOOR AND NEW WINDOW AND NEW WALL AND NEW ROOF AND NEW FLOOR AND NEW CEILING AND NEW LIGHTING AND NEW PAINT AND NEW LANDSCAPING AND NEW UTILITY
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  22. EXISTING WALL TO BE REPAIRED AND REFINISHED WITH NEW FINISH AND NEW DOOR AND NEW WINDOW AND NEW WALL AND NEW ROOF AND NEW FLOOR AND NEW CEILING AND NEW LIGHTING AND NEW PAINT AND NEW LANDSCAPING AND NEW UTILITY AND NEW ELECTRICAL AND NEW MECHANICAL AND NEW PLUMBING



## LIFT-BOX CAR-LIFT



5-97-282

**COASTAL COMMISSION**  
*Car Stacker Frp.*

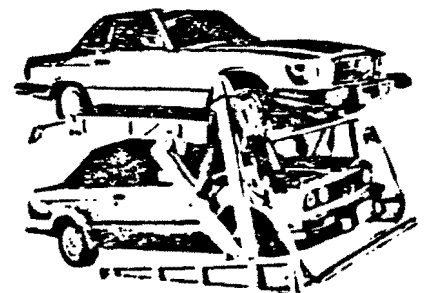
EXHIBIT #     C    

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- ▶ The Lift-Box (the name used in commercial parking) and Car-Lift (as known to the residential customer) are structurally identical. The Lift-Box can be connected to a centralized power pack to run many machines, each of which is individually activated. The Car-Lift uses a 110V power pack that will plug into any wall outlet for residential use. Every standard model of the Lift-Box (Car-Lift) or B-Box will be entirely galvanized upon request.
- ▶ This parking system comes in four sizes. Tall: wide or narrow, and Short: wide or narrow. With such a wide selection of sizes and power packs to choose from, the Lift-Box, or Car-Lift, can be used in most settings with practically any car.
- ▶ World-wide, this parking system has been used in greater quantity than any other ever installed. The operation of this system, and all parking machines from HARDING-AFG, is extremely easy:
  1. drive vehicle onto the top elevating pan
  2. engage the power pack by your own key-lock switch
  3. watch the mechanical locks automatically engage.
 There has never been an easier way to double parking.
- ▶ The top vehicle's tires are held in place by a wheel gully at the back of the Lift-Box/Car-Lift. This gully traps the top car, preventing any movement while raising, and in the elevated position. Regardless of how long (hours, days, months) you wish to double your parking, the Lift-Box (Car-Lift) will ensure safety.
- ▶ As with all of the HARDING-AFG product line, each machine is custom set to meet specific needs. No masonry work is needed for this system. The Lift-Box (Car-Lift) can be placed on any finished surface and even on slightly sloped parking areas.

*(See reverse side for specifications)*



# CAR-LIFT LIFT BOX SPECIFICATIONS

**Power Supply:**

110V 17AMP or 220V,  
Single or Three phase  
1.2 - 5.5 HP

**Load Capacity:** 4850 lbs

**Locking Devices:**

Key activation switch

**Weight:**

1600-1750 lbs. depending  
on model

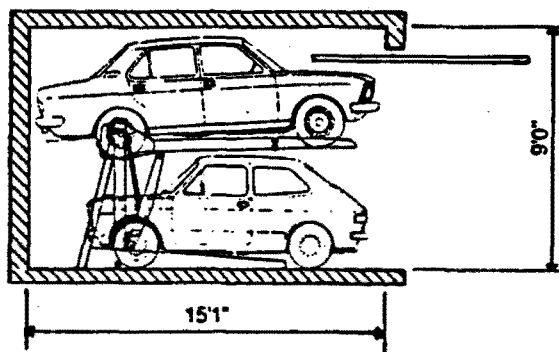
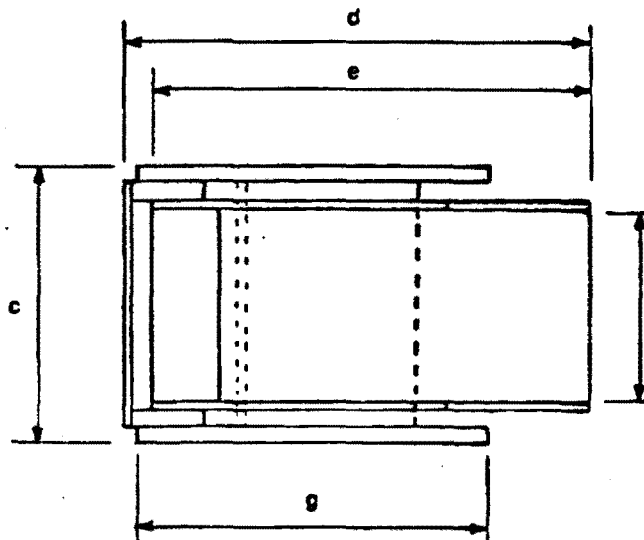
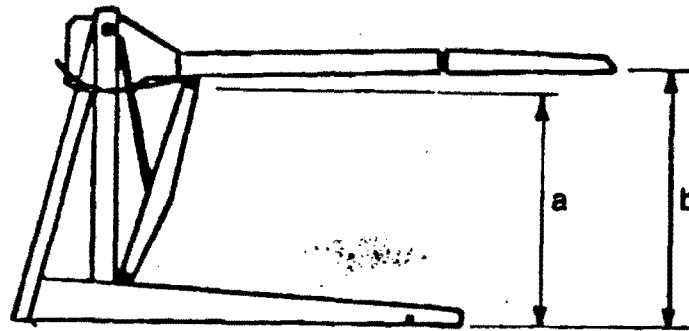
**Safety Devices:**

Automatic mechanical locks

**Approvals:**

TUV: Europe  
APAVI: France  
USSL: Italy  
Arbejdstilsynet

**Foreign and Domestic  
Patents**



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**COASTAL COMMISSION**  
*Car Stacker Info.*

EXHIBIT #     c      
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MOD.	a	b	c	d	e	f	g
2101-2102	4'3"	5'7"	7'7"	12'4"	11'7"	6'1"	8'3"
2201A-2202A	5'7"	6'11"	7'7"	12'4"	11'7"	6'1"	8'3"
2201L-2202L	4'3"	5'7"	8'2"	12'4"	11'7"	6'7"	8'3"
*2301-2302	5'7"	6'11"	8'2"	12'4"	11'7"	6'7"	8'3"

Measurements are for standard models

\* probable model  
to be chosen



**Harding - AFG, Inc.**  
Parking Systems  
8000 East Evans Avenue, Penthouse 1  
Denver, Colorado 80227  
1 800 PARKDE. (1-800-727-5325)  
(303) 754-1900 Fax (303) 787-8443



# The most common questions asked about our Car-Lifts.

**Q** Is the Car-Lift safe?

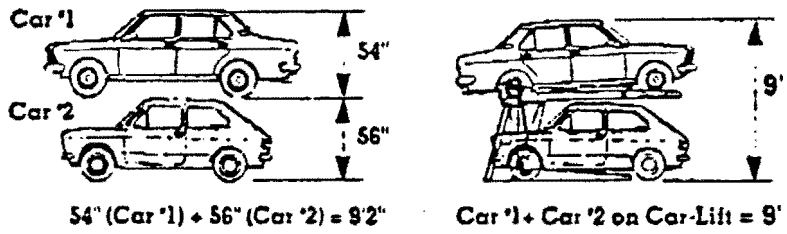
**A** The Car-Lift has mechanical locks that automatically engage in the top position. Once the mechanical locks are engaged, the top car is securely held in place—making it impossible to lower the top car until the operator disengages the mechanical locks. The mechanical locks are disengaged through the lock release lever which is located at the opposite end of the lowering mechanism to ensure safety. During raising and lowering, hydraulic locks engage in every position. (See diagram on reverse.)

**Q** Can anyone operate my car lift?

**A** Although the Car-Lift is designed to be used by anybody, your Car-Lift cannot be operated without our personalized key—just like the lock to your house or car.

**Q** Will the Car-Lift fit in my garage?

**A** Due to the engineering of the Car-Lift, 2 full-size cars will fit in a 9' clearance. To determine the height needed in your garage, add the height of both cars; this is the maximum height needed.



**Q** Do I need to do anything to my garage to put in the Car-Lift?

**A** In some installations, your garage door may need to be "high lifted" to accommodate the Car-Lift. This procedure entails adding an extra section of garage door tracking to make your garage door follow the roof line of your garage.

**Q** Do I need special wiring or electricity to run the Car-Lift?

**A** The Car-Lift is powered by a 110v, 17amp, 1.5hp motor, hence you can plug the Car-Lift into any wall outlet.

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**Q** What size car will the Car-Lift hold?

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**A** The Car-Lift will raise and securely hold any car that weighs up to 4850 pounds with a wheel base of 134"—in other words, most every car/light truck on the market.



# PARKING SYSTEMS

849 Rosecrans Street  
San Diego, CA 92106-3014  
(619) 222-2255 (FAX) 222-5667

## FACSIMILE

April 16, 1997

PAGES: 2

Mr. Jim Heaton  
James Heaton Architects  
8240 Beverly Blvd., suite 16  
Los Angeles, CA 90048

RE: Sangster residence  
Newport Beach, CA

5-97-282  
**COASTAL COMMISSION**  
*Car Stacker Info.*

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Dear Jim,

I have reviewed the garage plan and cross section and find the conditions suitable for the installation of our Harding-AFG, Inc. Car-Lift home parking machine. The space provided will accommodate standard size 4 door cars and most vans, allowing one van per lift.

Per your request, the following are procedures for determining the minimum clearance for using the Car-Lift as manufactured by Harding-AFG, Inc.

A. For stacking one car and one van:

1. Add the height of each vehicle. Then add 3".
2. Example: Car 1 = 4'9" (57") 4 door sedan  
Car 2 = 6'0" (72") Van

Total = 10'9"  
"comfort level" + 0'3"

Min. Height = 11'0"

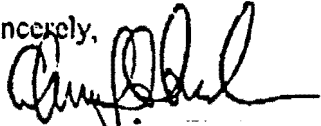
The "Most common questions asked..." information sheet points out the cantilevered design of the Car-Lift which allows the two stacked vehicles to overlap up to two inches. I have not taken this into consideration in this example. Additionally, I have added 3 inches of clearance to

establish a "comfort level" for the users of the Car-Lift. The additional three inches is not mandatory, but recommended.

When considering both the overlap and the "comfort level" factors, a user would realize a difference of 5" in the minimum clearance requirements. In other words, in the example above, the minimum clearance would be 10'7".

The video I sent you will review most of this information. If you have any further questions or would like a demonstration of any of our parking machines, please feel free to contact my office.

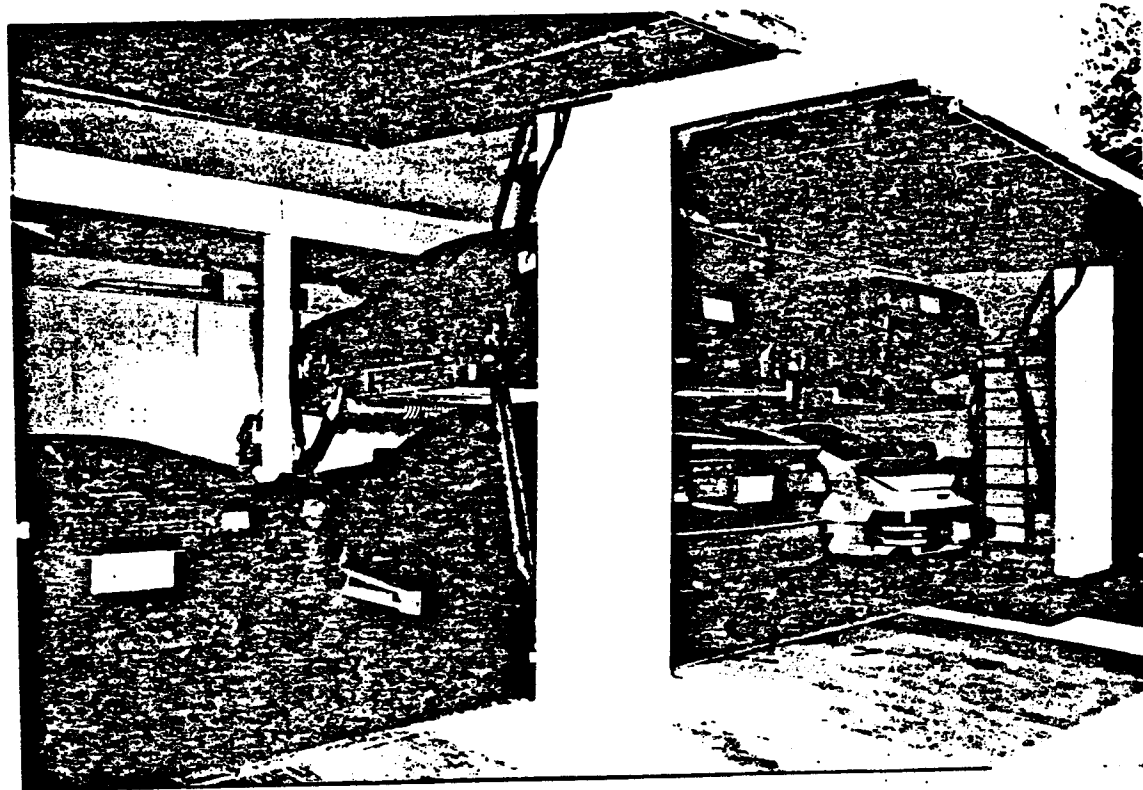
Sincerely,



Andrew J. Shoemaker  
PARKING SYSTEMS

5-97-282  
COASTAL COMMISSION  
*Car Stacker Info.*

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RESIDENTIAL USE, LA JOLLA, CALIFORNIA  
PHOTO'S PROVIDED BY "PARKING SYSTEMS".

COASTAL COMMISSION 5-97-282  
*Car Stacker Info*

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December 12, 1997

RECEIVED  
DEC 16 1997

Mr. John T. Auyong  
Staff Analyst  
California Coastal Commission  
South Coast Area Office  
200 Oceangate, 10<sup>th</sup> Floor  
Long Beach, CA 90802-4302

CALIFORNIA  
COASTAL COMMISSION

5-97-282  
COASTAL COMMISSION  
*Car Stacker Info.*

RE: ADDITION TO SANGSTER RESIDENCE  
403 Via Lido Soud  
Newport Beach, CA 92663-4929  
Coastal Development Permit Application S-97-282

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Dear Mr. Auyong:

As per our conversation in November, we discussed various concerns you and other staff members had with the proposed car stackers. One of the concerns was whether we had fire department approval. Early this year we presented the plans and car stacker information to the "City of Newport Beach Development Review Committee." At that meeting the representatives of the planning, fire, building, and public works departments all reviewed the plans and gave their approval to proceed based on using the car stacker concept.

For confirmation of this meeting, please contact Patricia L Temple, Director of the Planning Department, Community and Economic Development at (714) 644-3200.

Since we last spoke I have located the following projects with car stackers:

1. The Ocean Harbor House, 1 Surf Way, Monterey, CA 93940. This project is a condominium conversion project containing 172 units and located fronting the ocean.

The following information was given to me by Mr. Tom David, President of the Home Owners Association and confirmed by Mr. Henry Coil, the general contractor. Mr. David's phone number is (408) 372-5904.

- A. The project was approved in 1992, and the car stackers were installed in 1994. The City of Monterey and the California Coastal Commission approved the project.

# COASTAL COMMISSION

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To Mr. Auyong  
Sangster Addition

5-97-282

Car Stacker Info.

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- B. There are 34- car stackers which are designated for the 2 and 3- bedroom units. Approximately 2/3rds of the car stackers are used by 2- car families. The balance is used to store vintage, sports or seldom used second vehicles.
  - C. Mr. David along with the building General Manager expressed great satisfaction with the car stacker for safety factors and minimal maintenance. There has been no rusting of the units. The units are key operated. They have had only one problem and that was due to the owner not knowing how to properly operate the unit.
  - D. The units are serviced once a year at a cost of \$35.00 per unit. I talked to Mr. Tom Tweedy, the maintenance person and he confirmed that the units were basically trouble free.
2. Joe MacPherson Automotive Center, #5 Auto Center Drive, Tustin, CA 92680. Telephone #: (714) 669-0330.
    - A. I talked to Mr. Gene Hawthorne, Manager, who said he had 10- units installed approximately 2- months ago and has had no problems except the installer needs to re-level some of the units.
    - B. Approximately 1/2 of the units are used daily moving cars in and out for service and repair.
  3. Mr. Martin Poirier, 1545 Kettner Blvd., San Diego, CA 92101. Telephone #: (619) 233-3324.
    - A. Mr. Poirier and his wife had only a 1- car garage for their town house and now due to adding a car stacker are able to park 2- cars which they use daily.
    - B. Mr. Poirier is a landscape architect and is a proponent of the car stacker concept for, "it uses less space." For the landscape architect that produces more space for landscaping and less mass for the building.
  4. Mr. Eric Nicholson, A-1 Hydraulics, 2100 Roosevelt, National City, CA 91950. Telephone #: (619) 474-8491.
    - A. Mr. Nicholson services hydraulic machinery including car stackers from as far North as East Los Angeles to South to the Mexican border.
    - B. Mr. Nicholson informed me that his firm would service units in Newport Beach, within 8- hours, so that maximum downtime would be no more than 2- days.

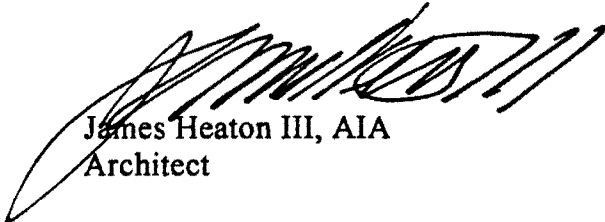
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12/12/97  
To Mr. Auyong  
Sangster Addition

- C. Mr. Nicholson said the "Car-Lift" units are well built and have few problems, and you can expect 5- years free of problems when used daily for residential property.
- D. The units that have the most problems are those that are used outdoors. There are some water intrusion problems that require the seals to be maintained more often.

In conclusion I hope I have answered you and your colleagues' question with regard to the use of car stackers.

Sincerely,

**JAMES HEATON III, ARCHITECT & ASSOC.**



James Heaton III, AIA  
Architect

JHIII/jmt

5-97-282  
**COASTAL COMMISSION**  
*Car Stacker Info*

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Xc: Sangster  
Shoemaker - "Car Lift"  
File

