

CALIFORNIA COASTAL COMMISSION

SOUTH COAST AREA

15 W. BROADWAY, STE. 380

P.O. BOX 1450

LONG BEACH, CA 90802-4416

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Filed: Dec. 11, 1997
 49th Day: Jan. 29, 1998
 180th Day: June 9, 1998
 Staff: JLR-LB
 Staff Report: Dec. 17, 1997
 Hearing Date: Jan. 13-16, 1998

STAFF REPORT: REGULAR CALENDAR

APPLICATION NO.: 5-97-379

APPLICANT: Restaurants Unlimited Incorporated One (Kincaid's)

PROJECT LOCATION: 500 Fisherman's Wharf, Redondo Beach

PROJECT DESCRIPTION: Construct a one-story plus mezzanine, 27' high, 13,426 sq. ft. restaurant, located on the Redondo Beach Pier to include 2,005 sq. ft. outdoor dining. Project will provide public valet parking in the adjacent City of Redondo Beach Pier Parking Structure.

Lot area:	10,798 sq. ft.
Building coverage:	9,927 sq. ft.
Pavement coverage:	2,055 (Patio)
Landscape coverage:	N/A
Parking spaces:	Valet (in existing Pier Parking Structure)
Zoning:	Commercial-Recreation
Plan designation:	" "
Project density:	N/A
Ht abv fin grade:	27'

LOCAL APPROVALS RECEIVED: Approval in Concept-City of Redondo Beach

SUBSTANTIVE FILE DOCUMENTS:

1. City of Redondo Beach Certified Land Use Plan
2. City of Redondo Beach Harbor Commission Resolution No. 72 including a Conditional Use Permit.
3. Mitigated Negative Declaration No. 97-35

SUMMARY OF BASIC ISSUES

The proposed project raises a substantial issue regarding public access. The applicant proposes to place outdoor dining adjacent to the edge (railing) of the pier resulting in the exclusion of the general public to 170 linear feet of pier railing. Staff is recommending approval of this because 170 feet represents a very small percentage (8%) of the railing area. Also, the railing in question is on the inner, enclosed side of the pier that overlooks a small beach and the southern side of the pier complex. The inner side of the pier has no ocean views, so approval of this project will not affect public access and open ocean/coastal views.

Staff is recommending approval of this restaurant because this approval does not commit the Commission to approve new development on the ocean side of the pier where development can be set back to preserve public access along the railing.

SUMMARY OF STAFF RECOMMENDATION:

Staff is recommending approval with Special Conditions addressing parking, future improvements and State Lands review. The purpose of these conditions is to assure consistency with the parking and public access provisions of the City's certified LUP and the Coastal Act.

STAFF RECOMMENDATION

1. Approval with Conditions

The Commission hereby grants, subject to the conditions below, a permit 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, is located between the sea and first public road nearest the shoreline and is in conformance with the public access and public recreation policies 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 Acknowledgement. The permit is not valid and construction 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 construction has not commenced, the permit will expire two years from the date on which the Commission voted on the application, or in the case of administrative permits, the date on which the permit is reported to the Commission. Construction 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 construction 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 of the Commission.
5. Inspections. The Commission staff shall be allowed to inspect the site and the development during construction, 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. Valet Parking Program

Prior to issuance of the coastal development permit, the applicant shall submit a written agreement of a contract to operate a valet parking program located in the Pier Parking Structure which shall include the following:

1. The valet parking will be non-exclusionary and will be available for the general public.
2. The valet operation shall utilize no more than 100 parking spaces to meet the daily anticipated demand for a public valet service.
3. Cars from the valet will not be parked on the top deck of the parking garage. The second level shall be used to accommodate the valet service (See Exhibit H).
4. Any change in the valet parking program described in Coastal Development Permit 5-97-379 shall require an amendment.

2. Office use

Prior to issuance of the coastal development permit, the applicant shall submit a written agreement that the mezzanine shall be used for an on-site administration office only and shall not be used as general offices or rented to a third party.

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. 5-97-379; and that any future improvements to the property, including expansion of the seating area into the mezzanine level and any other change in use, 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. Assumption of Risk/Indemnification:

Prior to issuance of the coastal development permit, the applicant shall execute and record a deed restriction, in a form and content acceptable to the Executive Director, which shall provide: (a) that the applicant understands that the site may be subject to extraordinary hazards storms and the applicant assumes the liability from such hazards; and (b) that 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 relative to the Commission's approval of the project for any damage due to natural hazards. The deed restriction shall run with the land, binding all successors and assigns, and shall be recorded free of prior liens that the Executive Director determines may affect the enforceability of the restriction.

5. State Lands

Prior to issuance of the coastal development permit, the applicant shall obtain a written determination from the State Lands Commission that:

- a) No State Lands are involved in the development; or
- b) State Lands are involved in the development, and all permits required by the State Lands Commission have been obtained; or
- c) State Lands may be involved in the development, but pending a final determination of State Lands involvement, an agreement has been made by the applicant with the State Lands Commission for the project to proceed without prejudice to the determination.

IV. Findings and Declarations

The Commission hereby finds and declares as follows:

A. Project Description and Location

The applicant proposes to construct a one-story plus mezzanine, 27' high, 13,426 sq.ft. restaurant, located on the Redondo Beach Pier to include 2,005 sq. ft. outdoor dining and public valet parking in the adjacent City of Redondo Beach Pier Parking Structure.

The proposed restaurant (Kincaid's) is located on the new Redondo Beach Pier. The new pier was constructed in 1995 and replaced a former pier (Horseshoe Pier) in approximately the same location which was destroyed by storms and fire in 1988. The former pier contained a total of 22,621 sq. ft. of restaurant/retail use. The proposed 13,461 sq. ft. restaurant will replace approximately 59% of the previous commercial use. Presently, there are no other uses on this new portion of the pier. The proposed restaurant will be the first new development on the pier since its re-construction.

The applicant proposes to place outdoor dining adjacent to the edge (railing) of the pier resulting in the exclusion of the general public to 170 linear

feet of pier railing. Staff is recommending approval of this because 170 feet represents a very small percentage (8%) of the railing area. Also, the railing in question is on the inner, enclosed side of the pier that overlooks a small beach and the southern side of the pier complex. The inner side of the pier has no ocean views, so approval of this project will not affect public access and open ocean/coastal views.

Following is a more detailed project description as submitted by the City:

The applicant proposesthe construction of a new restaurant upon the north building pad of the new portion of the Redondo Beach Pier, adjacent to the Pier parking structure. The Lessee's plans for Kincaid's include the construction of a new single-story building containing a total floor area of 10,366 sq. ft. Of the total floor area, approximately 8,872 square feet is located on the ground floor. The remaining 1,494 sq. ft. of floor area is to consist of a mezzanine which will house office space for the business. An elaborate front-porch style entry is proposed. This area will occupy another 1,055 sq. ft. of the pier building pad. Outdoor dining is to be placed along the south side of the structure, against the interior of the pier deck, and is to be partially covered with trellis structures to provide shade and architectural interest. This outdoor area is to occupy a total of approximately 2,005 square feet of deck area, bringing the total square footage occupied by all structures and outdoor seating up to roughly 13,426 sq. ft.

The Building is to be placed in excess of 40 feet from the northern edge, and greater than 20 feet from the western edge of the Pier...

B. Public Access/Recreation/Public Views

The proposed development is located between the first public road and the sea, requiring the Commission to evaluate the project in terms of the public access and public recreation policies of the Coastal Act. The proposed project raises a substantial issue regarding public access. The applicant proposes to place outdoor dining adjacent to the edge (railing) of the pier resulting in the exclusion of the general public to 170 linear feet of pier railing. The following Sections of the Coastal Act are relevant:

Section 30210:

In carrying out the requirement of Section 4 of Article X of the California Constitution, maximum access, which shall be conspicuously posted, and recreational opportunities shall be provided for all the people consistent with public safety needs and the need to protect public rights, rights of private property owners, and natural resource areas from overuse.

Section 30212:

- (a) Public access from the nearest public roadway to the shoreline

and along the coast shall be provided in new development projects except where:

(1) it is inconsistent with public safety, military security needs, or the protection of fragile coastal resources,

(2) adequate access exists nearby, or,

Section 30221 of the Coastal Act states:

Oceanfront land suitable for recreational use shall be protected for recreational use and development unless present and foreseeable future demand for public or commercial recreational activities that could be accommodated on the property is already adequately provided for in the area.

Section 30251:

The scenic and visual qualities of coastal areas shall be considered and protected as a resource of public importance. Permitted development shall be sited and designed to protect views to and along the ocean and scenic coastal areas, to minimize the alteration of natural land forms, to be visually compatible with the character of surrounding areas, and where feasible, to restore and enhance visual quality in visually degraded areas. New development in highly scenic area such as those designated in the California Coastline Preservation and Recreation plan prepared by the Department of Parks and Recreation and by local government shall be subordinate to the character of its setting.

On March 17, 1981, the Commission certified the City of Redondo Beach Land Use Plan with suggested modifications. The modifications included provisions for development standards in and around the Harbor/Pier area, visual resources, public access, boating facilities, parking and circulation, intensity of land use and preservation of recreational facilities, all of which have been accepted and agreed to by the City of Redondo Beach. The suggested modification regarding public access stated:

Access

As new development occurs or as leases are renegotiated in the Harbor-Pier area, vertical and lateral access to and along the shoreline shall be incorporated into the design of permitted new developments and/or renegotiated lease projects.

The Redondo Beach Pier area is a regional coastal visitor-serving recreational resource. Following is a description of the significance of the pier as excerpted from the City's 1981 certified Land Use Plan (LUP):

The Harbor-Pier area is a major recreational attraction for visitors from throughout the Los Angeles area. A variety of recreational and commercial

activities makes this area a special coastline resource. An estimated 3.65 million persons visiting the pier area in 1978 made the Redondo Pier one of the most popular recreation piers on the coast...

There are many recreational facilities located within the Harbor-Pier area that serve a wide range of income, age and ethnic groups from throughout the Los Angeles region. The major areas within the Harbor-Pier complex and a brief description of existing facilities are provided herein to illustrate the diversity of recreational opportunities available.

The existing pier complex also provides access for recreational fishing. During the preparation of the LUP, the City recognized that fishing areas, especially the area on the south side of Monstad Pier west of Tony's Fish Market was an important destination point for recreational fishing. Therefore, the City's certified LUP states that "no further commercial expansion of the south side of the Monstad Pier west of Tony's Fish Market will be permitted".

The proposed restaurant will be located approximately 40 feet inland of the seaward side of the pier deck and 20 feet from the west edge of the pier (See Exhibit D). The applicant proposes to place outdoor dining adjacent to the edge (railing) of the pier resulting in the exclusion of the general public to 170 linear feet of pier railing. Approximately 170 linear feet of public access will be restricted on the southerly and westerly sides of the restaurant.

Although 170 linear feet along the pier edge will be occupied by the restaurant, approximately 2100 linear feet of pier edge will remain unobstructed after the restaurant is constructed. Continuous public access will be provided both northerly and easterly of the restaurant.

The restaurant, as sited, will block access along a portion of the interior side of the Horseshoe Pier. However, the major public ocean views on the seaward side of the pier will not be obstructed. These views are the most significant and scenic.

Staff is recommending approval of the proposed development because 170 feet represents a very small percentage (8%) of the railing area. Also, the railing in question is on the inner, enclosed side of the pier that overlooks a small beach and the southern side of the pier complex. The inner side of the pier has no ocean views, so approval of this project will not affect public access and open ocean/coastal views.

The subject restaurant is the first proposal on the new pier. Plans submitted by the City indicate two other future potential building pads on the outer ocean edge of the pier deck. The City is considering to develop these areas with restaurants and commercial attractions. However, there are not yet any firm proposals from others so the building locations are not known.

During discussions with the City, the City stated they intended to develop these pads so that access may be restricted along the outer seaward pier edge. Because this proposed project is located on the inner side of the pier,

the Commission is not committed to permit access to be restricted in the future on the seaward side of the pier. Any future development on this pier should be sited to retain public access along the outer edge of the pier but can limit public access along the inner edge of the pier similar to the design layout of the proposed restaurant.

The Certified LUP states that any future development in the harbor should minimize impacts on public views and public access consistent with the provisions of the City's certified LUP.

Following is a Commission suggested modification that the City accepted for LUP certification:

b. Protection of Visual Resources

The scenic and visual qualities of the Harbor area shall be protected as a resource of public importance. Permitted new development between the sea and the first inland public road shall be sited and designed to protect views to and along the shoreline.

The Commission concurs with the City that the restaurant, as sited, will not significantly impact public access and scenic views. Although 170 linear feet of the less significant public views will be impacted there will be 2100 linear feet of open area remaining. Although the Commission finds that the proposed impacts on access to public viewing areas are minimum, the Commission also finds that all future commercial development on this pier shall be sited to minimize cumulative adverse impacts on public access and public views.

The Commission finds that any future development on this pier should be sited to retain public access along the outer edge of the pier but can limit public access along the inner edge of the pier similar to the design layout of the proposed restaurant. Therefore, the Commission finds that the proposed project is consistent with the applicable public access and public recreational policies of Chapter 3 of the Coastal Act. The Commission further finds that the proposed development will not prejudice the ability of the City of Redondo Beach to prepare the necessary ordinances and implementing actions to adequately carry out the Land Use Plan previously certified with suggested modifications.

C. Development

Section 30252 of the Coastal Act States in Part:

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

Additionally, one of the suggested modifications to the City's certified LUP states:

The location and amount of new development should further maintain and enhance public access to the Harbor area by providing adequate parking facilities to serve the needs of new development, and by assuring that no

net loss of existing parking facilities to the area will occur as a result of permitted new development. Given the importance of the Seaside Lagoon area as a public recreational facility, adequate nearby parking facilities to serve this area should be preserved.

Parking for the proposed restaurant will be provided within an adjacent multi-level City owned pier parking structure that contains 950 parking spaces. The former pier that was destroyed had previously contained 15,620 sq. ft. of restaurant space (exclusive of fast-food and snack-food stores). The proposed 13,286 sq. ft. restaurant will replace a major portion of that previous use. In approving the subject development, the City determined that adequate parking will be available in the parking structure. That determination was based on the fact that the proposed structure contains approximately only 59% of the square footage of commercial uses that had previously existed on the pier deck. Following is an excerpt from a City staff report:

Typically a primary concern with any request for a new restaurant is the availability of adequate parking. The square footage occupied by Kincaid's restaurant falls far below the square footage occupied by similar restaurants on the former Pier which was destroyed in 1988. Parking for the prior uses on the former Pier was accommodated by the existing Pier parking structure. Given the lesser floor area occupied by Kincaid's, parking for the restaurant is deemed to be adequate.

In a subsequent letter from the City, the following additional parking information was provided:

PARKING SUPPLY AVAILABLE TO KINCAID'S:

Parking for Kincaid's, as well as other businesses located upon the "old" portion of the Redondo Beach Pier is provided within the Pier Parking Structure, which lies adjacent to the Pier, and the Plaza Parking Structure, which lies north of the Pier, adjacent to International Boardwalk. A total of 1,275 parking spaces (950 in the Pier structure and 325 in the Plaza structure) are available within the structures.

The total parking requirement for all uses which existed on the Redondo Beach Horseshoe Pier prior to its destruction in 1988 was 153 parking spaces. As noted earlier in this letter, the parking requirement for Kincaid's restaurant, the first new use proposed on the new Pier, is 72 spaces. The remaining allocation of parking spaces for future uses on the Pier is 81 spaces.

The Commission's parking requirements for a restaurant is one space for each 50 sq. ft. of customer service area which is similar to the City's criteria. The City requires one parking space for every four seats but not less than one space for each 50 square feet of gross floor area designated for seating. Based on this criteria, the proposed restaurant would require 72 parking spaces.

As part of the project, the applicant also intends to implement a valet parking arrangement within the parking structure. However, at the time of submitting the subject application, the details of this arrangement had not been determined. The applicant has obtained a Parking Agreement with the City that conceptually describes a valet parking arrangement. Following is a brief description of the concept contained in the agreement:

4.6. Cooperation and Periodic Review

City and RUI acknowledge and agree that effective and efficient implementation of the valet parking service established pursuant to this Agreement will require cooperation and communication, particularly during the first year after the Leasehold Commencement Date. The parties each pledge such cooperation and communication. The parties shall meet and confer informally about implementation of this Agreement, particularly with respect to the drop off point, the parking service used, if any, and the adequacy and location of the parking spaces designated for valet parking, at periodic reviews specified below, or more often as the parties may reasonably request. Any changes to the operation of the valet parking services shall be without cost to the City.

Subsequently, the Commission staff requested the City staff to more specifically describe the details of the valet arrangement. It should be noted, that although the applicant intends to implement a parking valet program, it is the City's position that adequate parking exists in the parking structure without valet parking. In a letter from the City, the following information was provided:

Please be advised that the parking analysis provided by the Redondo Beach Planning Department in its staff report to the Harbor Commission does not assume that valet-parking will be provided in conjunction with the project. Though the staff report indicates that the restaurant operator may chose to implement a valet-parking arrangement, the Planning Department's determination that an adequate supply of parking exists for the the new use, as well as other existing uses on the Pier, is not predicated upon the provision of valet parking for the new restaurant. Specifically, our finding that adequate parking is provided assumes that a valet parking arrangement is not used and that parking spaces available within the Pier and Plaza parking structures will continue to be available to the general public following completion of Kincaid's. Specific parking spaces will not be assigned for the exclusive use of Kincaid's patrons.

The Commission concurs that there currently is more than adequate parking capacity within the existing parking structure for the proposed restaurant and other existing uses. However, staff is recommending a special condition that any change in use will require a new coastal development permit. The reason for this condition is that the restaurant includes a 1,494 sq. ft. mezzanine for office and business use. Because this use is related to the subject development, parking demand is minimum. In addition, the office use for a restaurant in this case would be an appropriate use on a public pier. However, any change in use including expanding the seating area to the

mezzanine level and/or conversion to general office use or any other use would require a new permit in order to evaluate the parking demands and the appropriateness of pier use.

The City contends if a non-exclusionary and adequately designed public valet parking program is implemented, public access to the pier area will be enhanced. The reason for this is that valet parking can be provided in an area of the parking structure that is underutilized by the public. Therefore, if adequately designed, the operational efficiency and capacity of the number of parking spaces will be increased.

In a recent letter from the City dated December 12, 1997, the City has agreed to incorporate the following details in order to implement valet parking. Specifically, those details include the following:

1. The valet will be for the public.
2. The valet operation will utilize an appropriate minimum amount of space to meet the daily anticipated demand, and we currently anticipate that approximately 50 to 100 spaces will be used for the public valet service.
3. Cars from the valet will not be parked on the top deck of the parking garage. We anticipate using the second level, which has historically not been used much by the public (map attached). This will allow us to increase the efficiency of the parking garage.

The applicant has reviewed the City's most recent requirements and agrees to implement valet parking. In a recent letter, the applicant stated the following;

There is currently more than adequate parking capacity under City parking codes for the proposed Kincaid's Restaurant, other existing uses at the Pier, and planned future uses.

However, both the City and we believe that offering public valet parking will improve public access by making visits to the Pier significantly more convenient and pleasant experience.

In addition, public valet parking offers the City the opportunity to park valeted cars in typically less-used portions of the garage, thus providing self-parkers with the opportunity to park closer to the Pier. And, valet parking will improve the maximum capacity of the public parking garage during peak summer periods by allowing the City to more efficiently use the existing capacity by the use of stacked parking.

The valet parking, as now proposed, will be non-exclusionary and will be available to the general public. The valet parking will be efficient by utilizing an area of the parking structure that is typically less used by the public. The proposed project, as now designed, will further enhance access to

the pier. Therefore, the Commission is imposing a special condition that requires the applicant to implement a specific valet parking program. As conditioned, the Commission finds that the proposed restaurant will provide adequate parking, consistent with Section 30252 of the Coastal Act. The Commission further finds that because the proposed improvements will not significantly impede adjacent existing vertical and horizontal public walkways, the proposed project is designed to assure the continued availability of public access to the shoreline, consistent with Section 30212 of the Coastal Act.

D. Local Coastal Program.

Section 30604 (a) of the Coastal Act states:

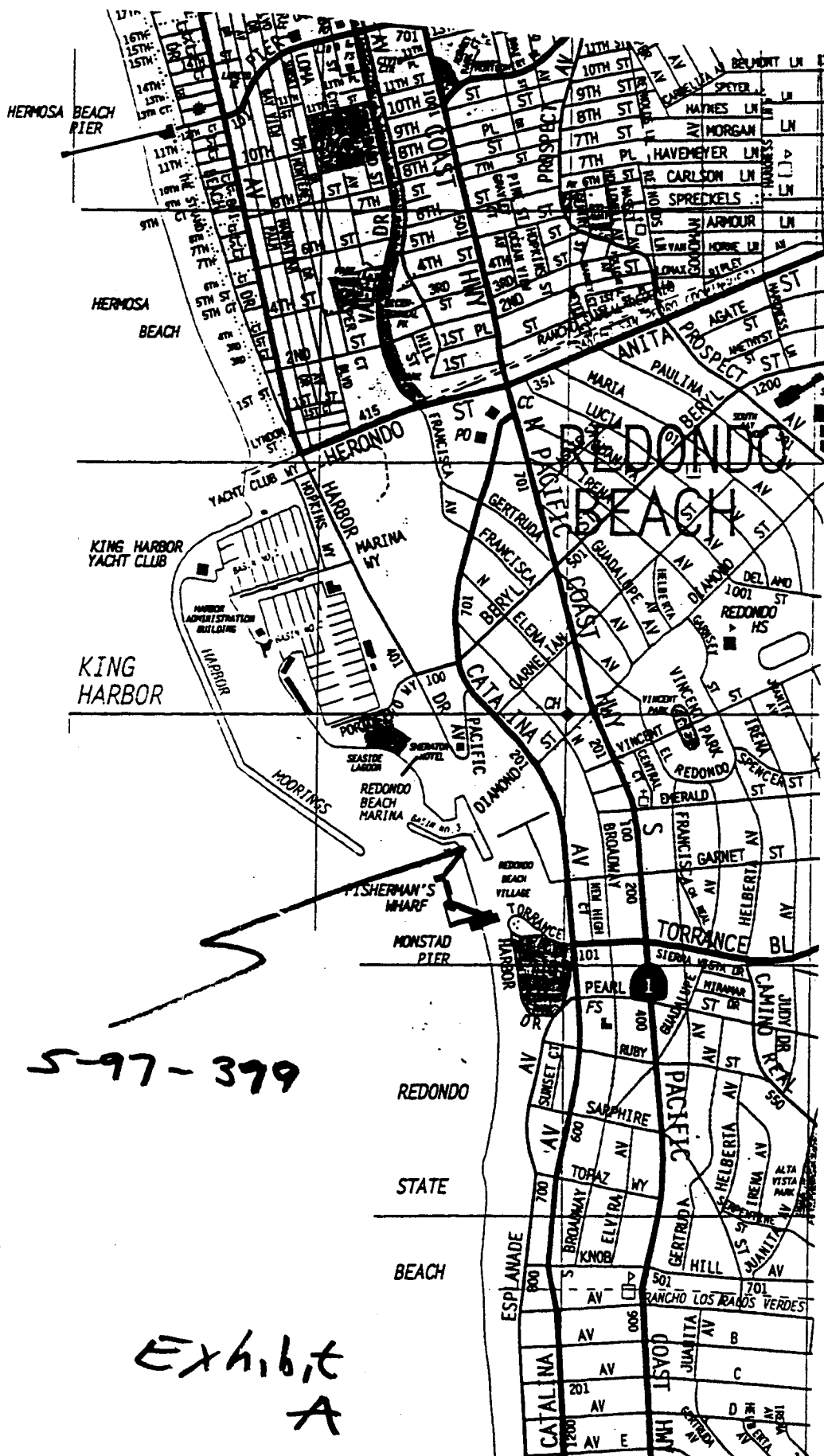
(a) Prior to certification of the local coastal program, a coastal development permit shall be issued if the issuing agency, or the commission on appeal, finds that the proposed development is in conformity with the provisions of Chapter 3 (commencing with Section 30200) of this division and that the 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).

The LUP was certified with suggested modifications in March, 1981. The project is located on the Redondo Beach Pier which allows a mixture of visitor-serving commercial/recreational uses. The proposed development is consistent with the land use designation and parking provisions of the certified LUP. Therefore, the Commission finds that the project as conditioned will not prejudice the ability of the City to prepare the necessary ordinances and implementing actions to adequately carry out the Land Use Plan previously certified with suggested modifications.

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

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 project has been conditioned in order to be found consistent with the natural hazards policies of the Coastal Act. Mitigation measures to provide an adequately designed valet parking program and require a new coastal permit for any change in use, 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.

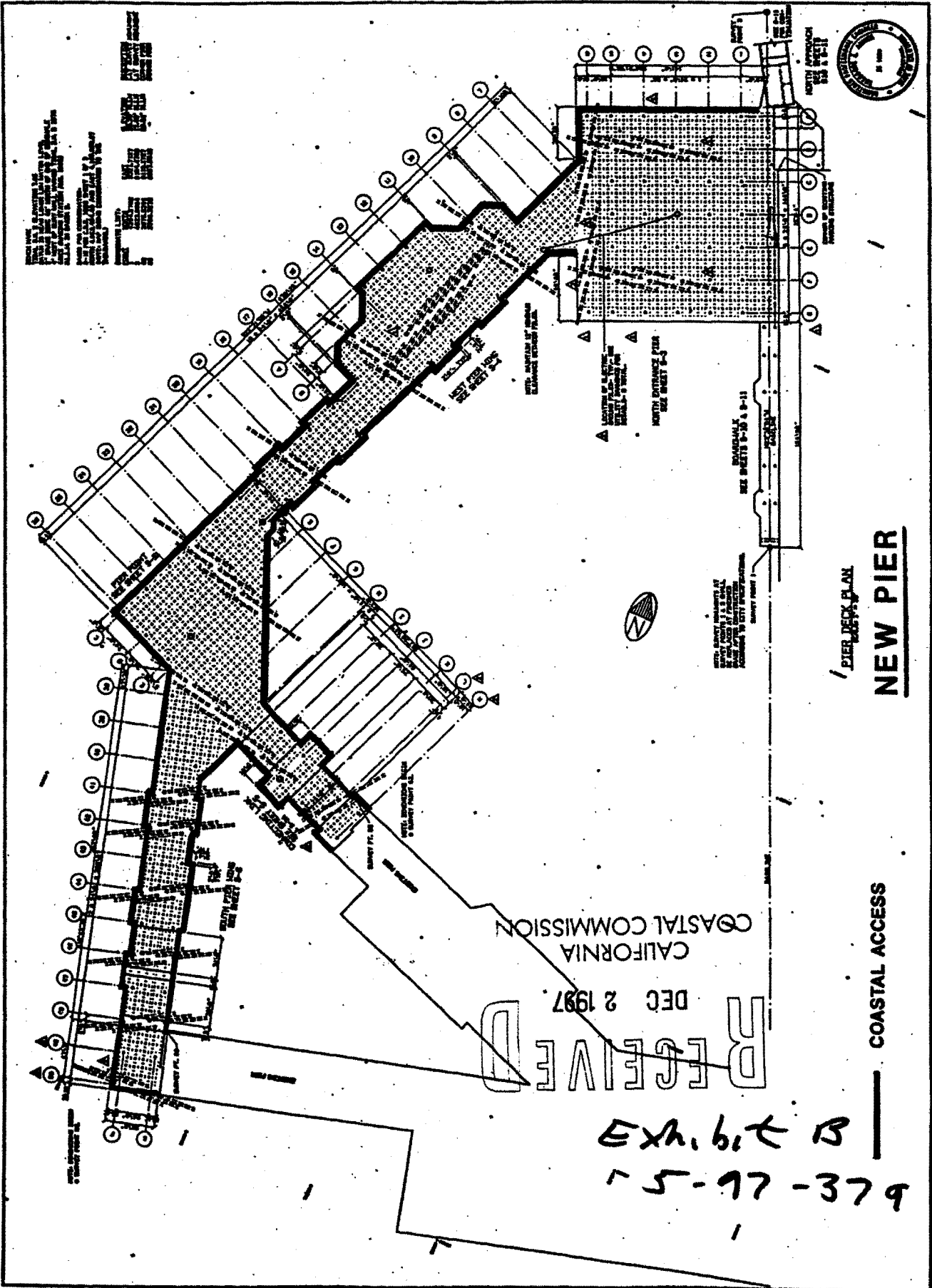


THEODORE E. ANWICK
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TEL: 310/223-7234 FAX: 310/223-7234

REDONDO BEACH MUNICIPAL PIER
RECONSTRUCTION
REDONDO BEACH, CALIFORNIA

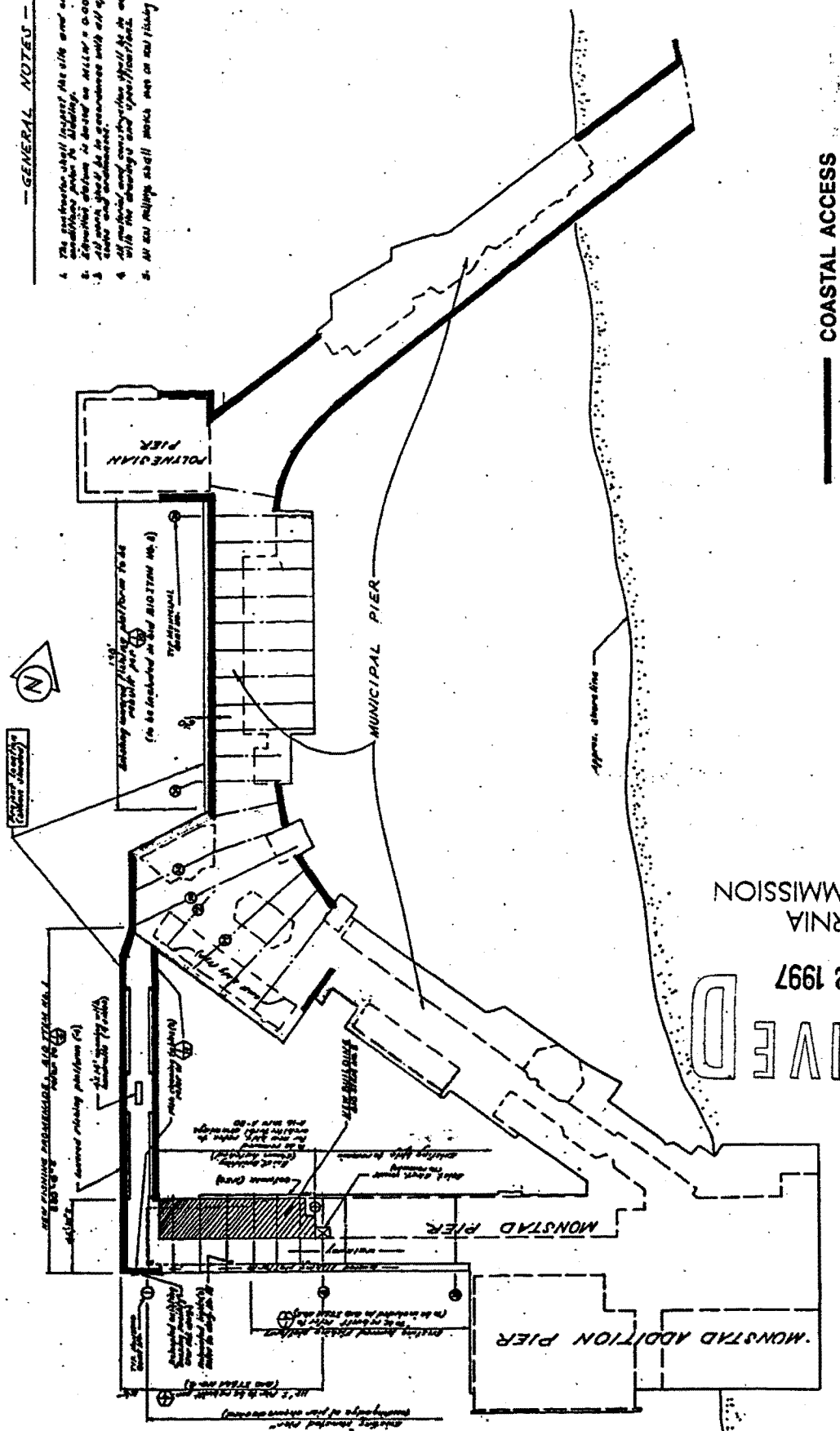
CITY OF REDONDO BEACH	
PROJECT NO.	1997-001
DATE	12/2/97
DESIGNED BY	THEODORE E. ANWICK
CHECKED BY	THEODORE E. ANWICK
APPROVED BY	THEODORE E. ANWICK
SCALE	AS SHOWN

S-2



— GENERAL NOTES —

1. The structure shall impact the site and existing conditions prior to building.
2. Elevation datum is based on MLLW + 0.00 ft.
3. All work shall be in accordance with all applicable codes and regulations.
4. All structural and construction shall be in accordance with the drawings and specifications.
5. All steel piping shall meet or exceed existing standards.



COASTAL ACCESS

CITY OF REDONDO BEACH	
BUSINESS DEVELOPMENT	
PIER NEW RAILING	
MONSTAD PIER, MUNICIPAL PIER & FISHING PROMENADE	
PROJECT NO.	1
DATE	1/16/97
DESIGNED BY	DAVID HELLMAN
CHECKED BY	DAVID HELLMAN
APPROVED BY	DAVID HELLMAN
SCALE	AS SHOWN
PROJECT NO.	1
DATE	1/16/97
DESIGNED BY	DAVID HELLMAN
CHECKED BY	DAVID HELLMAN
APPROVED BY	DAVID HELLMAN
SCALE	AS SHOWN

DESTROYED PIER

CALIFORNIA COASTAL COMMISSION

DEC 2 1997

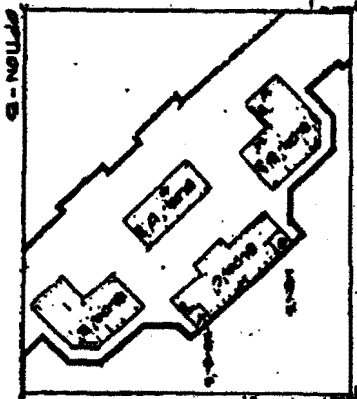
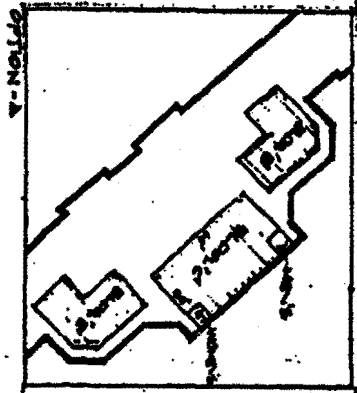
RECEIVED

Exhibit C
5-97-379

RECEIVED

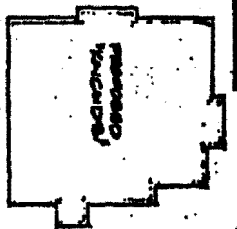
DEC 2 1997

CALIFORNIA
COASTAL COMMISSION



PIER PLAN
FORWARD

WORKING PAVING STRUCTURE



AREA CALCULATIONS			
	OPTION A	OPTION B	
Building Area	1,100 sq. ft.	1,100 sq. ft.	
Parking Area	1,100 sq. ft.	1,100 sq. ft.	
Other Area	1,100 sq. ft.	1,100 sq. ft.	
Total Area	3,300 sq. ft.	3,300 sq. ft.	

5-97-379
Exhibit D

PREPARED FOR:
WALDNICKEL REALTY
ADVISORS

REDONDO BEACH MUNICIPAL PIER
DESIGN STUDY

WALD REALTY ADVISORS INC

DEC-01-1997 16:13

310 979 3851 P.02

A-



CITY OF REDONDO BEACH CALIFORNIA

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

December 1, 1997

James Ryan
California Coastal Commission
10th Floor
200 Oceangate
Long Beach, CA. 90802

RECEIVED
DEC 1 1997

CALIFORNIA
COASTAL COMMISSION

**RE: Supplemental Information for Coastal Application for Kincaid's
Restaurant - Redondo Beach Pier**

Dear Mr. Ryan:

Pursuant to your request at the November 25, 1997 meeting with Paul Connolly, Barry Kielsmeier, and Bill Meeker, enclosed are the following documents:

1. 8 1/2" X 11" drawings of the site plan, context drawings and the first and second floor floor plan including the mezzanine and outdoor seating.
2. Letter from Bill Meeker, Chief of Planning addressing the parking issues raised at the November 25, 1997 meeting.

Additionally you asked about linear feet of open space compared to linear feet of open space on the new pier once Kincaid's is built. The calculation provided is based on just the section of the pier that was burned or destroyed by fire compared to the new concrete pier. Linear feet of open space on the section of pier that was destroyed was approximately 1400 feet. Linear feet of open space remaining on the concrete pier after Kincaid's is built is approximately 2100 square feet. Drawings indicating how these calculations were arrived at are being reduced and will be provided under separate cover. You also asked about linear feet remaining open once all future development was complete. While no plan for the additional space has been approved, a sketch showing possible building pad sites will also be provided under separate cover. Additional buildings, if placed on the remaining pads will still leave more open linear feet than was available on the "old" pier.

Also provided for your information is a copy of the draft minutes from the November 3, 1997 Harbor Commission when the Kincaid's CUP was approved.

Exhibit E

5-99-379

1057

I trust that this additional information will assist you. The reduced drawings should be ready tomorrow and will be delivered immediately.

Please feel free to call Barry Kielsmeier at (310) 372-1171, Ext. 2246 or myself at (310) 371-1171, Ext. 2389 if you have any questions.

Sincerely,



Lyn Farnes Greenham
Harbor Facilities Manager

CC: Barry Kielsmeier

Exhibit E
2 of 7

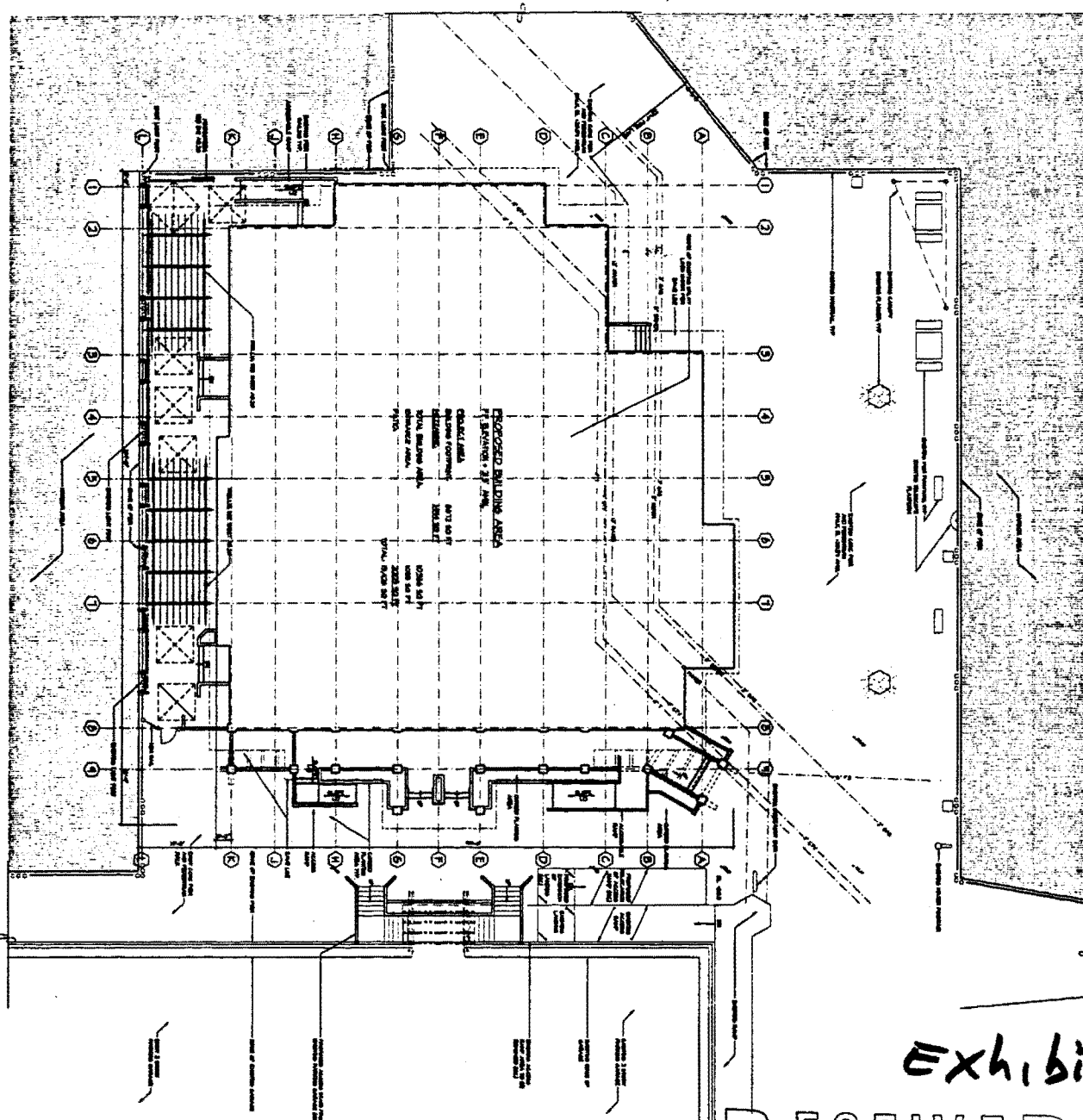


Exhibit E
 3 of 7
 97-377

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A1.1	SITE PLAN
DATE	11/10/97
BY	W. J. KINCAID
CHECKED BY	W. J. KINCAID
APPROVED BY	W. J. KINCAID
DATE	11/10/97

Kincaid's
 RESTAURANT

PROJECT: KINCAID'S RESTAURANT, HORSESHOE PIER
 BIRMINGHAM, ALABAMA

GEORGE HANSON
 ARCHITECT
 1000 17TH AVENUE
 BIRMINGHAM, ALABAMA 35203

LEAD OPEN, INC.
 1000 17TH AVENUE
 BIRMINGHAM, ALABAMA 35203

7 WEST ELEVATION
SCALE 1/8" = 1'-0"

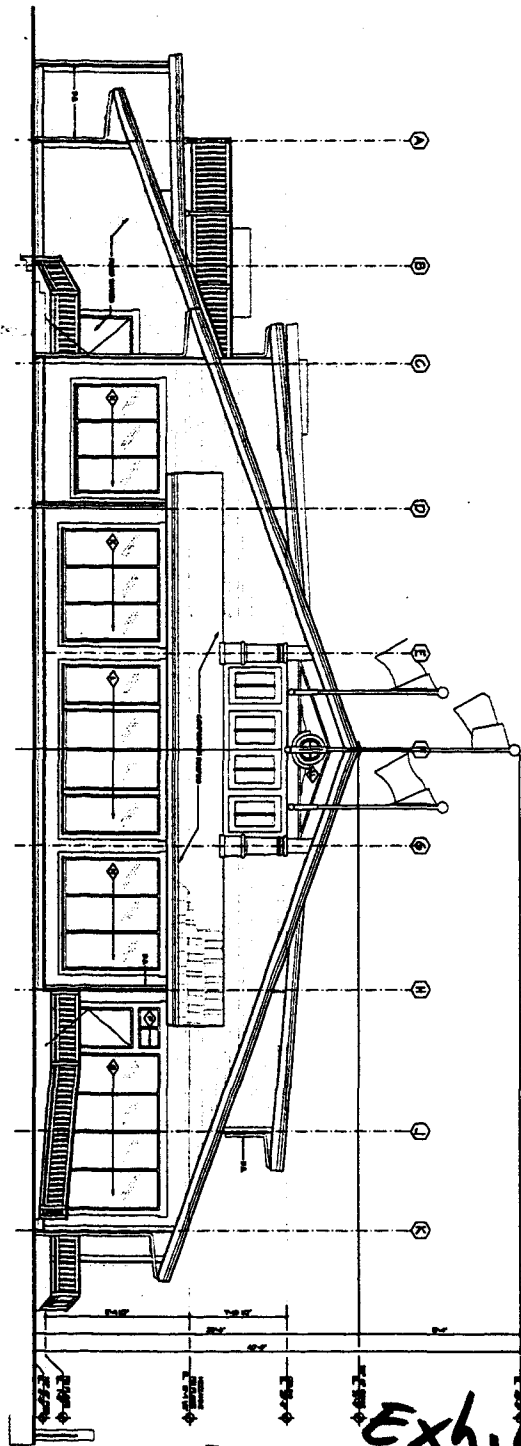


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A3.2

EXTERIOR PLANTATIONS

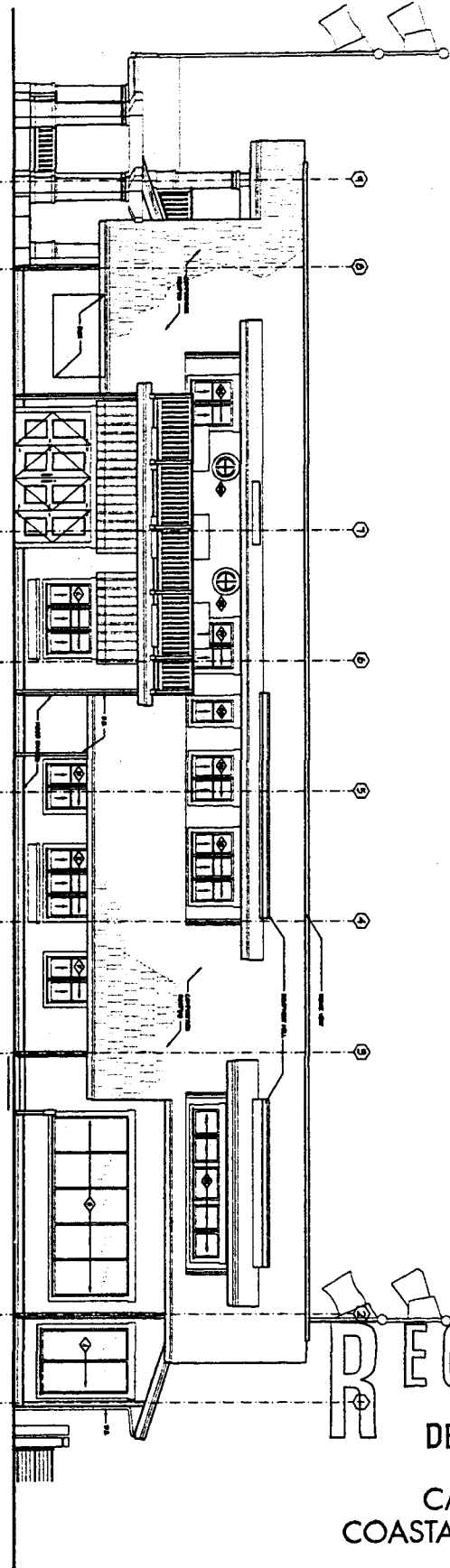


PROJECT: KINGCORN RESTAURANT, HORSESHOE PIKE
IRVING, CALIFORNIA

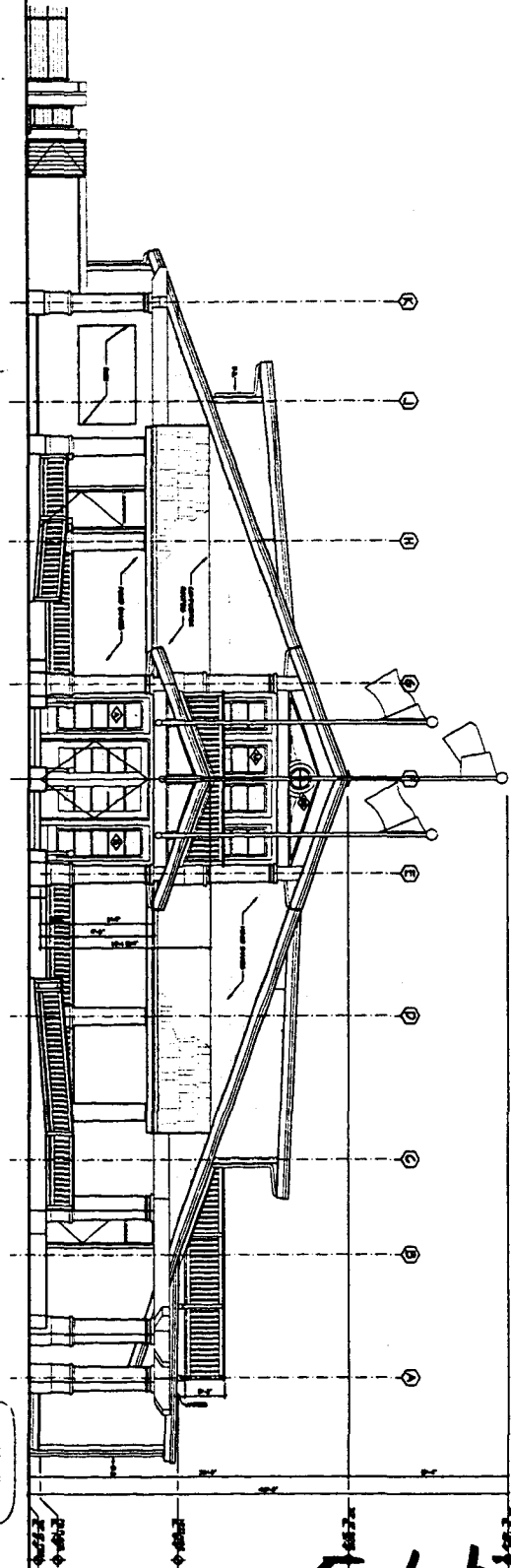
LORENZO HANSEN
C. M. T. L. I.
C. M. T. L. I.
C. M. T. L. I.

John Doe
LOUIS OWEN, INC.

② NORTH ELEVATION



① EAST ELEVATION



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COASTAL COMMISSION

Exhibit E
5 of 7
5-97-379

A3.1

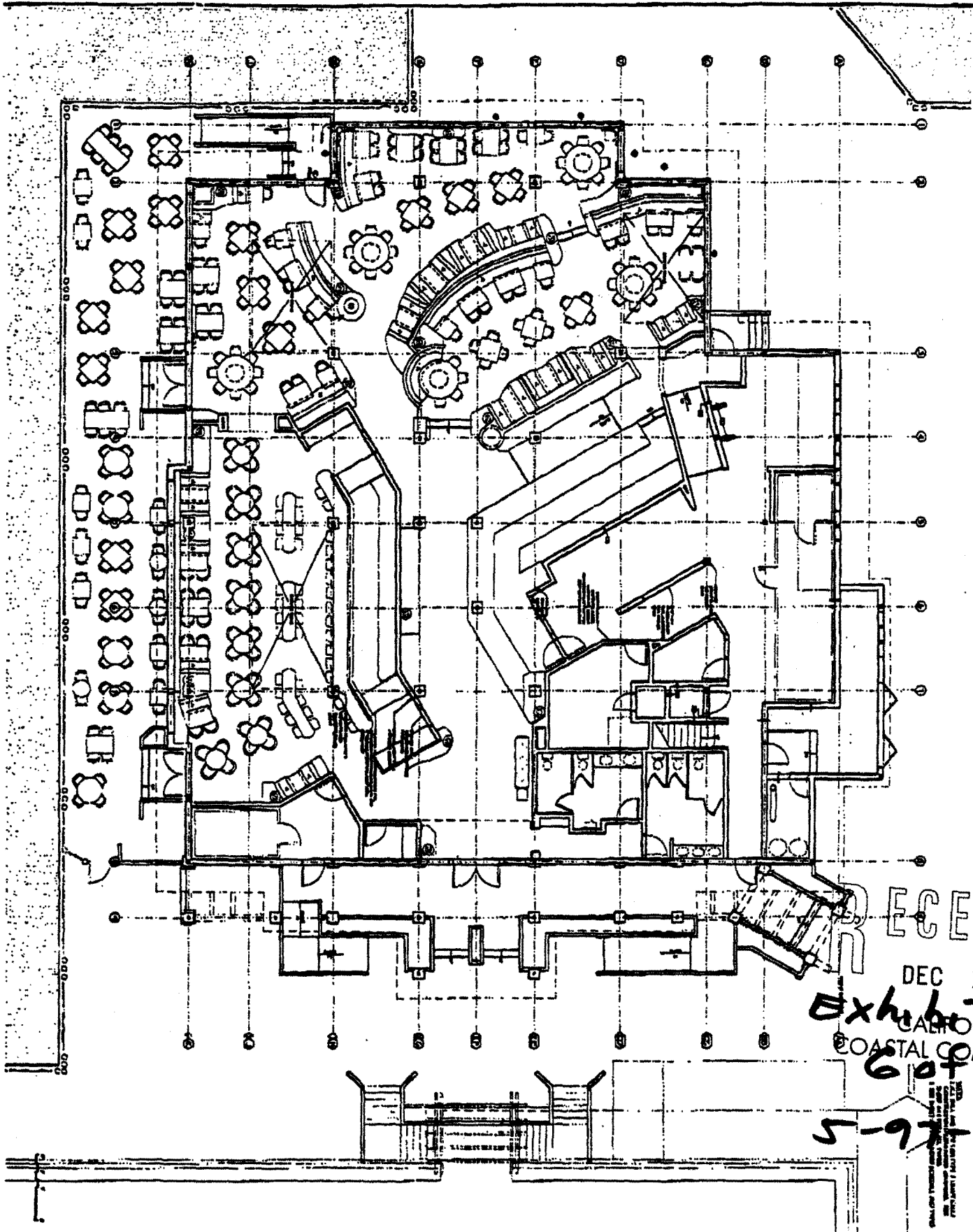
DATE	
BY	
CHECKED	
APPROVED	
EXTERIOR ELEVATION	
PROJECT	
LOCATION	
SCALE	
DATE	
BY	
CHECKED	
APPROVED	

Kincaid's
RESTAURANT

PROJECT: KINCAID'S RESTAURANT, HORSESHOE PIER
REDWOOD BEACH, CALIFORNIA

DATE	
BY	
CHECKED	
APPROVED	
EXTERIOR ELEVATION	
PROJECT	
LOCATION	
SCALE	
DATE	
BY	
CHECKED	
APPROVED	

Signature
LOUIS OWEN, INC.



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 EXHIBIT E
 CALIFORNIA
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6 of 7
 5-97-379

Kincaid's

KINCAID'S RESTAURANT, HUNTERSBURG, MD

A2.1

THIS DOCUMENT IS THE PROPERTY OF THE CALIFORNIA COASTAL COMMISSION. IT IS TO BE KEPT IN THE COMMISSION'S FILES AND IS NOT TO BE REPRODUCED OR DISTRIBUTED WITHOUT THE COMMISSION'S WRITTEN PERMISSION.

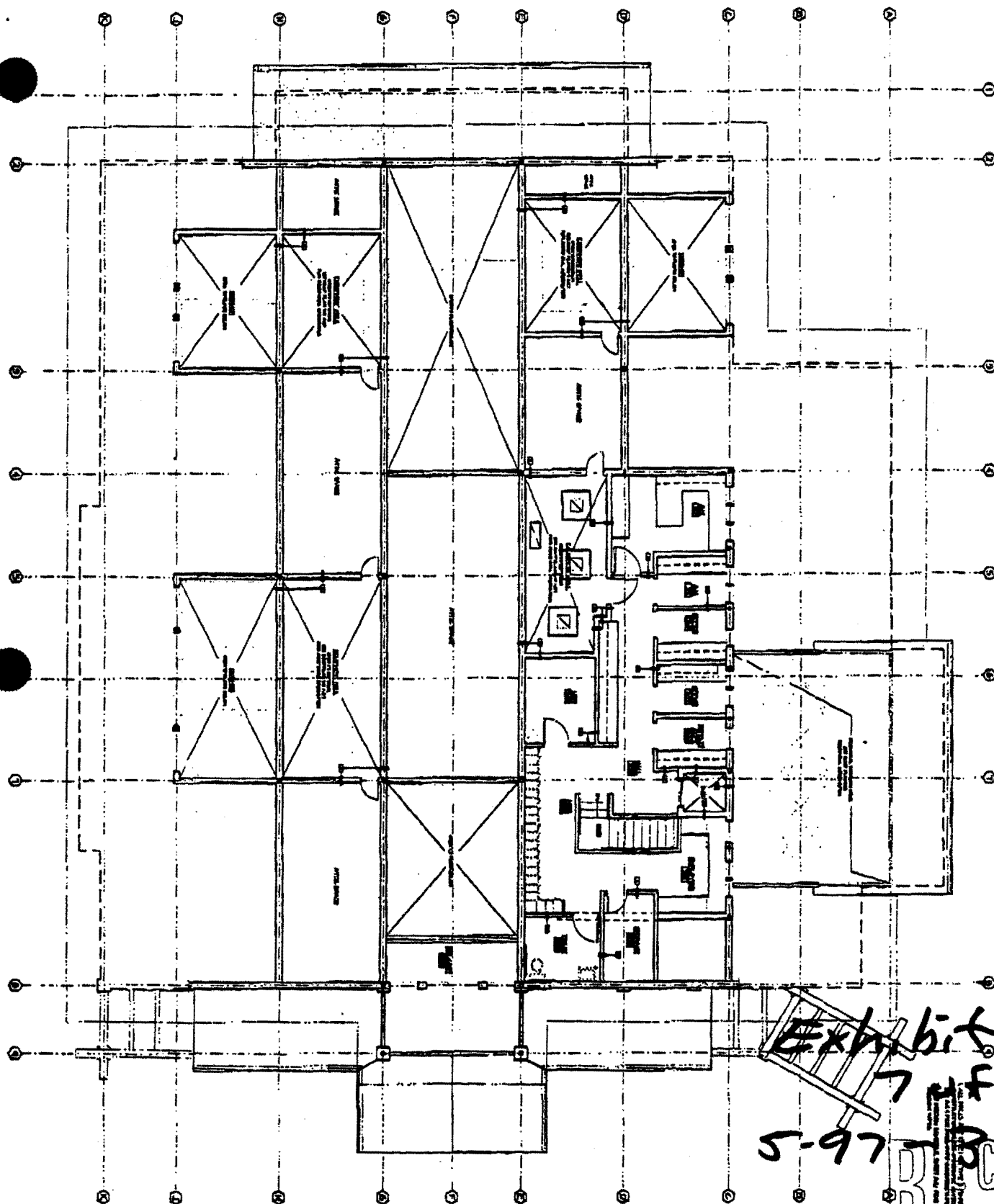


Exhibit E
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5-97-329
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DEC 1 1997

DEC 1 1997

A2.5



PH 447279 - SINGAPORE RESTAURANT HOMERIDE PERS
SINGAPORE RESTAURANT

CALIFORNIA
SAL COMMISS



CITY OF REDONDO BEACH CALIFORNIA

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

December 1, 1997

RECEIVED
DEC 1 1997
CALIFORNIA
COASTAL COMMISSION

James Ryan
California Coastal Commission
10th Floor
200 Oceangate
Long Beach, California 90802

RE: KINCAID'S RESTAURANT - REDONDO BEACH MUNICIPAL PIER
Supplemental Parking Information

Dear Mr. Ryan:

Pursuant to your request at our meeting of November 25, 1997, I am providing you with the following supplemental information regarding the parking requirement and supply available to the new Kincaid's restaurant, to be located on the northernmost building pad of the Redondo Beach Municipal Pier.

CLASSIFICATION OF LAND USE TYPE:

Kincaid's restaurant is classified as a "sit-down" restaurant, pursuant to the Redondo Beach Zoning Ordinance. A sit-down restaurant is one which "is maintained, operated and/or advertised or held out to the public as a place where food and beverage are served to the public on demand from a menu during stated business hours, served in and on reusable containers and dinnerware, to be consumed on the premises primarily inside the building at tables, booths or counter, with chairs benches or stools".

PARKING REQUIREMENTS:

Parking requirements for sit-down restaurants are based upon the following calculations, pursuant to the Redondo Beach Zoning Ordinance:

Interior Seating: One space for every four (4) seats, but not less than one space for each 50 square feet of gross floor area designated for seating, including aisles.

Outdoor Seating: No additional parking is required for the first twelve (12) seats, or a number of seats equivalent to 25% of the total number of interior seats, whichever is greater. Thereafter, one (1) space is required for every six (6) seats.

The proposed Kincaid's restaurant is to have an interior seating capacity of 264 patrons. The seating area and aisles occupy a total of 3,287 square feet of the total square footage of the restaurant. The outdoor seating area, lying adjacent to the interior of the Pier, is to have a total seating capacity of 100 patrons. Based upon this information, as well as the parking standards contained within the Redondo Beach

Exh. bit F
1 of 4
5-97-379

Zoning Ordinance, the total parking requirement for Kincaid's is 72 spaces (66 spaces for the interior seats and six (6) for the outdoor seats).

PARKING SUPPLY AVAILABLE TO KINCAID'S:

Parking for Kincaid's, as well as other businesses located upon the "old" portion of the Redondo Beach Pier is provided within the Pier Parking Structure, which lies adjacent to the Pier, and the Plaza Parking Structure, which lies north of the Pier, adjacent to International Boardwalk. A total of 1,275 parking spaces (950 in the Pier structure and 325 in the Plaza structure) are available within the structures.

The total parking requirement for all uses which existed on the Redondo Beach Horseshoe Pier prior to its destruction in 1988 was 153 parking spaces. As noted earlier in this letter, the parking requirement for Kincaid's restaurant, the first new use proposed on the new Pier, is 72 spaces. The remaining allocation of parking spaces for future uses on the Pier is 81 spaces. The following summary supports the City of Redondo Beach's parking supply/allocation assumptions for the new Pier.

The following is a summary of the total square footage of tenant space, including restaurants, retail and office space, which existed on the Redondo Beach Horseshoe Pier prior to its destruction in 1988:

Sit-Down Restaurants:

Cattlemen's:	8,000 square feet
Breaker's Seafood:	4,320 square feet
The Edge Restaurant:	3,300 square feet
<hr/>	
TOTAL:	15,620 square feet

Assuming that approximately 40% of the gross floor area of each restaurant was utilized as seating area, the parking requirement for the above-referenced restaurants would have been 125 spaces (one space for each 50 square feet of seating and aisle area).

Take-Out Restaurants/Snack Shops:

Bamboo Hut:	310 square feet
Ginza Snack Bar:	480 square feet
Candy Man:	330 square feet
Solvang Pastries:	335 square feet
<hr/>	
TOTAL:	1,455 square feet

Pursuant to the Redondo Beach Zoning Ordinance, the parking requirement for "take-out" restaurants and "snack shops" is one (1) parking space for each 250 square feet of gross floor area. In this instance, the parking requirement for the uses listed above was six (6) spaces.

Other Prior Uses:

Retail Businesses:	5,066 square feet
Lessee Office Space:	480 square feet
<hr/>	
TOTAL:	5,546 square feet

Exhibit F
204
5-97-379

The parking requirement for retail uses is one (1) space for each 250 square feet of gross floor area. For office uses, the requirement is one space for each 300 square feet of gross floor area. The total parking requirement for the retail and office uses which existed on the Horseshoe Pier before its destruction was 22 spaces.

I trust that the above information will assist you in the preparation of your staff report to the Coastal Commission. Please do not hesitate to contact me at 310.372.1171, extension 2272, if you have additional needs for information regarding this matter.

Very truly yours,

PLANNING DEPARTMENT



William Meeker
Chief of Planning

cc: File
Barry Kielsmeier, Harbor Properties Department Director

Exhibit F
3 of 4
5-97-379

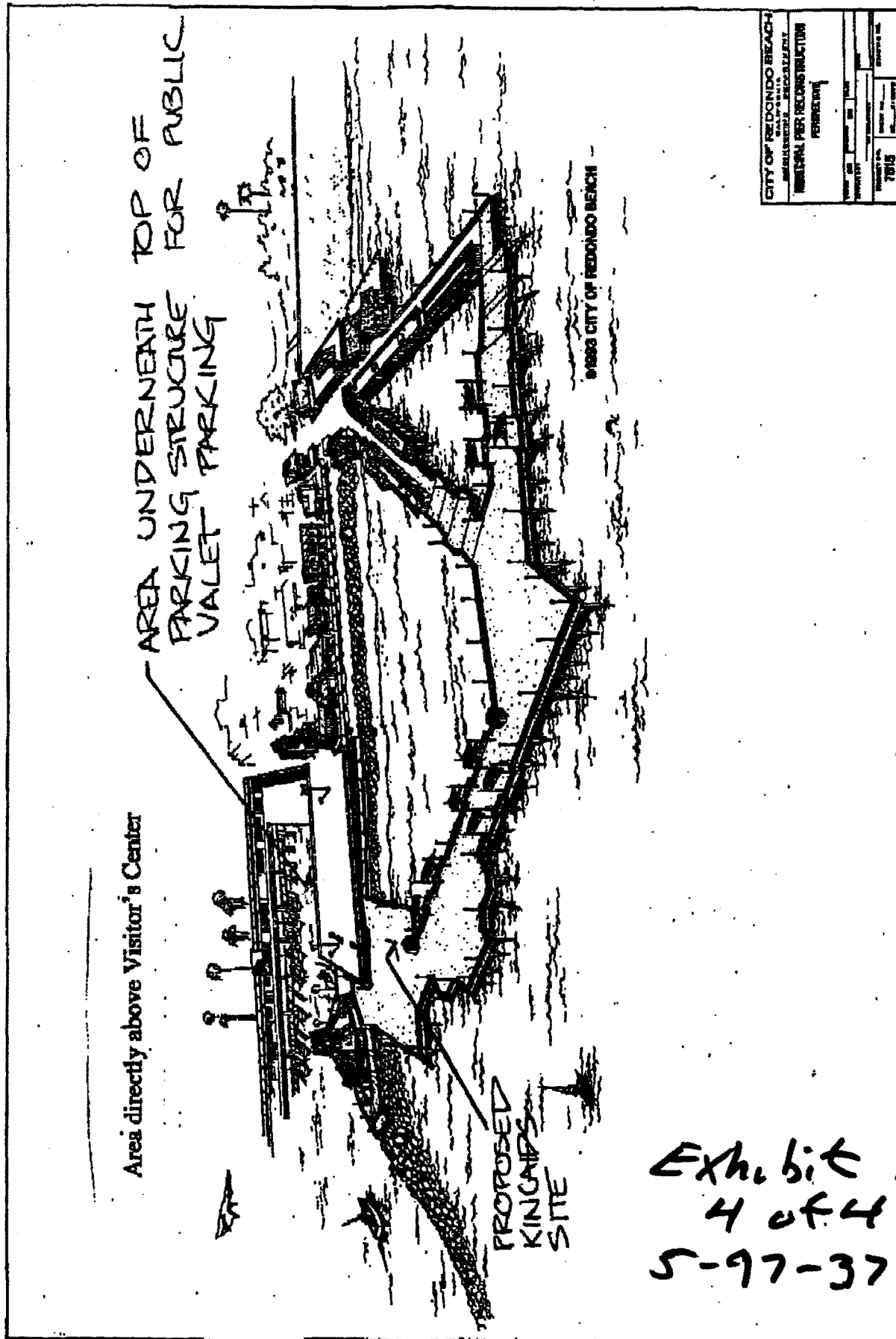


Exhibit F
4 of 4
5-97-379



RESTAURANTS
UNLIMITED

VIA FAX / MAIL

December 11, 1997

Mr. James Ryan
California Coastal Commission
200 Oceangate
Long Beach, CA 90802

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DEC 15 1997

CALIFORNIA
COASTAL COMMISSION

**Re: Kincaid's Restaurant at the Redondo Beach Pier
Clarification of Application Regarding Public Valet Parking**

Dear Mr. Ryan:

This will serve to confirm that the valet parking described in portions of our application is to be public valet parking, offered for the purpose of:

1. Enhancing *public access* to the Pier,
2. Enhancing *operational efficiency* of the City's public parking garage, and
3. Enhancing *operational capacity* of the City's public parking garage.

There is currently more than adequate parking capacity under City parking codes for the proposed Kincaid's Restaurant, other existing uses at the Pier, and planned future uses.

However, both the City and we believe that offering public valet parking will improve public access by making visits to the Pier significantly more convenient and pleasant experience.

In addition, public valet parking offers the City the opportunity to park valeted cars in typically less-used portions of the garage, thus providing self-parkers with the opportunity to park closer to the Pier. And, valet parking will improve the maximum capacity of the public parking garage during peak summer periods by allowing the City to more efficiently use the existing capacity by the use of stacked parking.

Should you have further questions, please feel free to either call me, or Barry Kielsmeier of the City of Redondo Beach at (310) 371-1171, or Dick Shavey of George Hanson Architects in Seattle at 206/622-3639.

Sincerely,

RESTAURANTS UNLIMITED, INC.

James M. Welch
Executive Vice President

JMW:saa

cc: Barry Kielsmeier
Dick Shavey

Exhibit G
5-97-379



CITY OF REDONDO BEACH CALIFORNIA

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

December 12, 1997

Via fax and U.S. Mail

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

RECEIVED
DEC 15 1997

CALIFORNIA
COASTAL COMMISSION

Re: Kincaid's Restaurant at the Redondo Beach Pier

Sub: Public Valet Parking

Dear Jim,

I wanted to thank you and Pam for taking time to meet with me yesterday afternoon to review the operation of our planned valet parking program.

In further reply to some of your questions yesterday:

1. The valet will be for the public.
2. The valet operation will utilize an appropriate minimum amount of space to meet the daily anticipated demand, and we currently anticipate that approximately 50 to 100 spaces will be used for the public valet service.
3. Cars from the valet will not be parked on the top deck of the parking garage. We anticipate using the second level, which has historically not been used much by the public (map attached). This will allow us to increase the efficiency of the parking garage.

As always, should you have further questions, or desire additional information, please call me at (310) 372-1171 extension 2246.

Sincerely,


Barry Kielsmeier
Harbor Properties Director

cc: Dick Shavey - George Hanson Architects
James Welch - Restaurant's Unlimited

Exhibit 4
1 of 2
5-97-379



CITY OF REDONDO BEACH CALIFORNIA

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

December 10, 1997

Via Fax

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DEC 12 1997

CALIFORNIA
COASTAL COMMISSION

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

Subject: Kincaid's application; separate public works application by City

Dear Mr. Ryan,

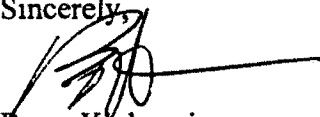
Per our conversation today, I wanted to confirm that the City of Redondo Beach will be submitting a separate application for the February agenda for public works projects in and around our parking garage. As currently contemplated, these are:

- traffic and aesthetic improvements to Torrance Circle
- a staircase connecting the top of the parking structure to the Kincaid's pad
- aesthetic improvements to the Torrance Circle area
- a staircase connecting the International Boardwalk to the Pier

The plans showing a staircase from the top of the Parking garage to the Kincaid's site is for reference only. It is not part of the application.

Thanks again for all of your efforts on the City's and applicant's behalf. It is very much appreciated.

Sincerely,


Barry Kielsmeier
Harbor Properties Director

Exh. bit I
5-97-379

