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STATE OF CALIFORNIA - THE RESOURCES AGENCY

PETE WILSON, Governor

CALIFORNIA COASTAL COMMISSION

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



RECORD PACKET COPY

Filed: Mar 3, 1998
49th Day: Apr 21, 1998
180th Day: Aug 30, 1998
Staff: JR-LB 81R
Staff Report: Mar 17, 1998
Hearing Date: Apr 7-10, 1998
Commission Action:

STAFF REPORT: CONSENT CALENDAR

APPLICATION NO.: 5-98-053

APPLICANT: City of Redondo Beach

PROJECT LOCATION: Redondo Beach Pier (end of Torrance Blvd.) Redondo Beach

PROJECT DESCRIPTION: Construct a stairway connecting the top level of parking structure to new pier, modifications to Torrance traffic circle and provide a valet drop-off.

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

SUBSTANTIVE FILE DOCUMENTS: City of Redondo Beach Certified Land Use Plan.

SUMMARY OF STAFF RECOMMENDATION:

Staff is recommending approval with no special conditions.

STAFF RECOMMENDATION:

The staff recommends that the Commission adopt the following resolution:

I. Approval

The Commission hereby grants a permit for the proposed development on the grounds that the development 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:

None

IV. Findings and Declarations.

The Commission hereby finds and declares as follows:

A. Project Description and Location.

The applicant proposes to construct a stairway connecting the top level of the parking structure to the new pier, modifications to the Torrance traffic circle and provide a valet drop-off point for visitors to the pier. The new stairwell will also serve as a valet drop off point when visitors to the pier drive to the top deck of the parking structure.

The main road lending to the pier area is Torrance Boulevard which terminates in a circle at the pier entranceway. Presently, the roadway contains one right hand turn lane to enter the pier parking structure. The proposed project includes adding a second right hand turn lane.

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 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,

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...

On January 12, 1998, the Commission conditionally approved a permit to construct a one-story plus mezzanine, 27' high, 13,426 sq.ft. restaurant, located on the Redondo Beach Pier to include public valet parking in the adjacent City of Redondo Beach Pier Parking Structure. That 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 proposed stairwell and valet drop off point are located nearby that restaurant.

The Commission's approval of the restaurant imposed a special condition that the valet parking be non-exclusionary and will be available to the general public. Also, the valet parking was required to be located in an area of the parking structure that is typically less used by the public. Following is the Commission's valet parking special condition:

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.

The proposed valet drop off point is consistent with the Commission's prior approval. The valet parking, as 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 designed, will enhance access to the pier.

Current pedestrian access to the new pier is not adequate to handle the anticipated increase of visitors that the new pier will generate. Nearby the proposed new stairwell, there is an existing ramp that provides access to the

pier. However, it is not designed to handle the pedestrian demand that the new pier development will generate. That ramp will remain in place. Following is a more detailed analysis as provided by the City:

The new staircase which connects the top of the parking deck to the new pier should enhance public access significantly. Moreover, this stairwell is essential for the success of the Kincaid's proposal approved by the Coastal Commission on January 12, 1998, since this will also serve as a valet drop off point when Pier visitors drive to the top deck of the Parking garage. The design was generated to harmonize with the nearby Kincaid's restaurant and was designed by the same firm.

Current access is grossly inadequate, and provided solely by a 3-4 foot wide ramp which connects to the top deck from the far north end of the structure. It is poorly marked, nearly invisible, and not designed to handle the pedestrian demand that the new restaurant will generate. However, it will remain in place, and continue to function as an access point.

The proposed project also includes adding a second right hand turn lane to enter the pier parking structure. The existing single right hand turn land is not efficient and results in cars backing up on Torrance Boulevard. Following is a more detailed analysis as submitted by the City:

The antiquated parking structure designed funnels incoming and outgoing traffic directly onto Torrance Boulevard. During peak periods, such as summer weekends, this causes traffic jams as far back as Pacific Coast Highway, and significantly increases noise and pollution for nearby residents. During peak times, the City's parking operator, EPI, estimates that actual capacity in the parking structure is only 70-90% of the total parking spaces available. This has the net effect of badly denying access to the public.

To reduce noise, pollution and traffic, the City is pursuing improving access to the top of the parking structure by adding a second lane. Not only will this demarcate this second entrance better, it will also provide a larger area for cars pulling off Torrance Circle. The current arrangement with a single lane causes cars turning off to back up into the main traffic flow of Torrance during peak times.

The proposed stairwell, along with a valet drop off point will enhance pedestrian public access to the pier. Also, the proposed second right hand turn land from Torrance Boulevard will enhance vehicular access to the public parking structure. Therefore, the Commission finds that the proposed project, as designed, 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. 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.

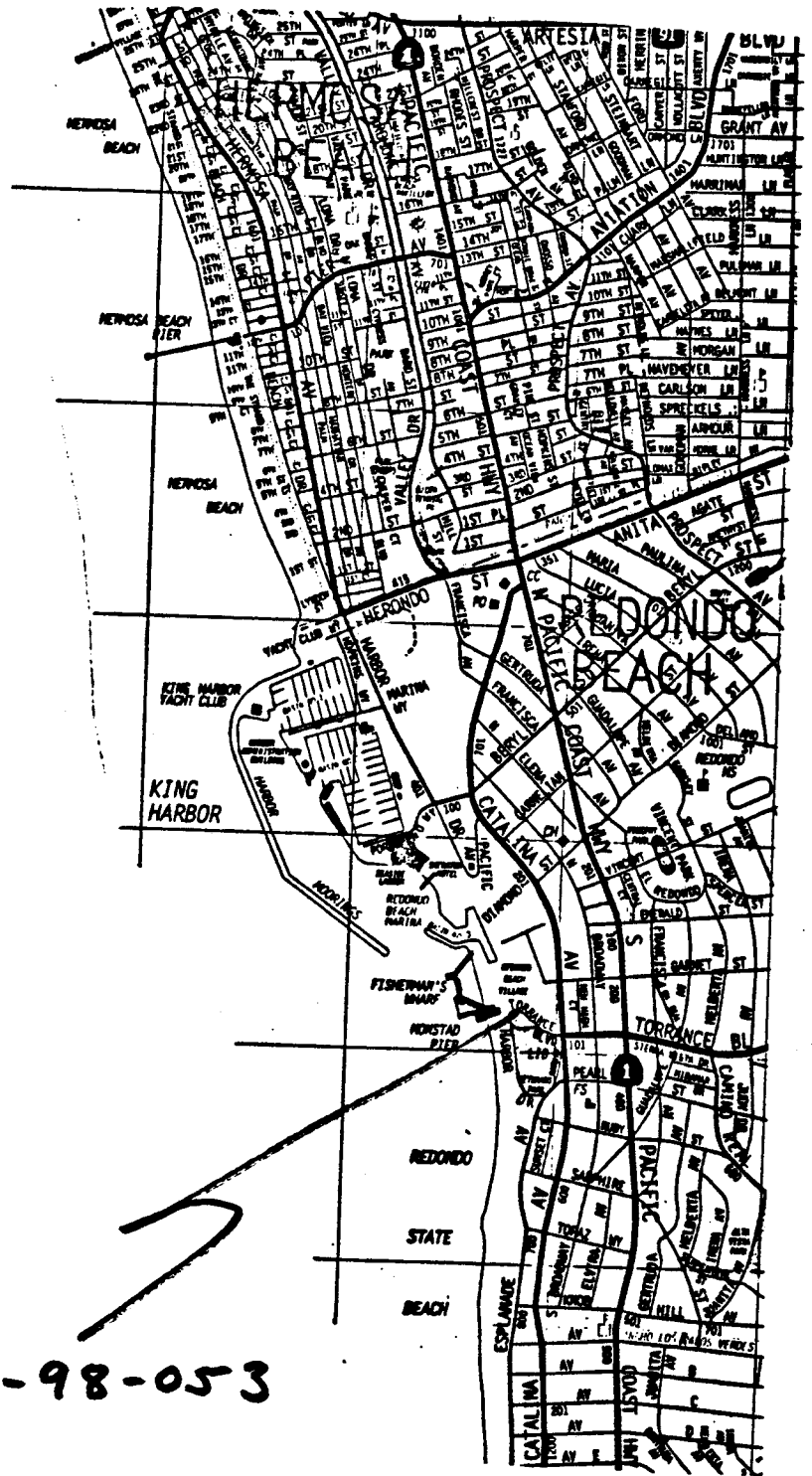
On June 19, 1980, the Commission approved the Land Use Plan for the City of Redondo Beach Local Coastal Program. The Land Use Plan contains specific policies to guide the type, location, and intensity of future development in the city of Redondo Beach Coastal Zone.

The proposed development is designed to enhance public access to the pier area, consistent with the provisions of the certified Land Use Plan. Therefore, the Commission finds that the proposed development will not prejudice the City ability to prepare a Local Coastal Program consistent with the policies of Chapter 3 of the Coastal Act as required by Section 30604(a).

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

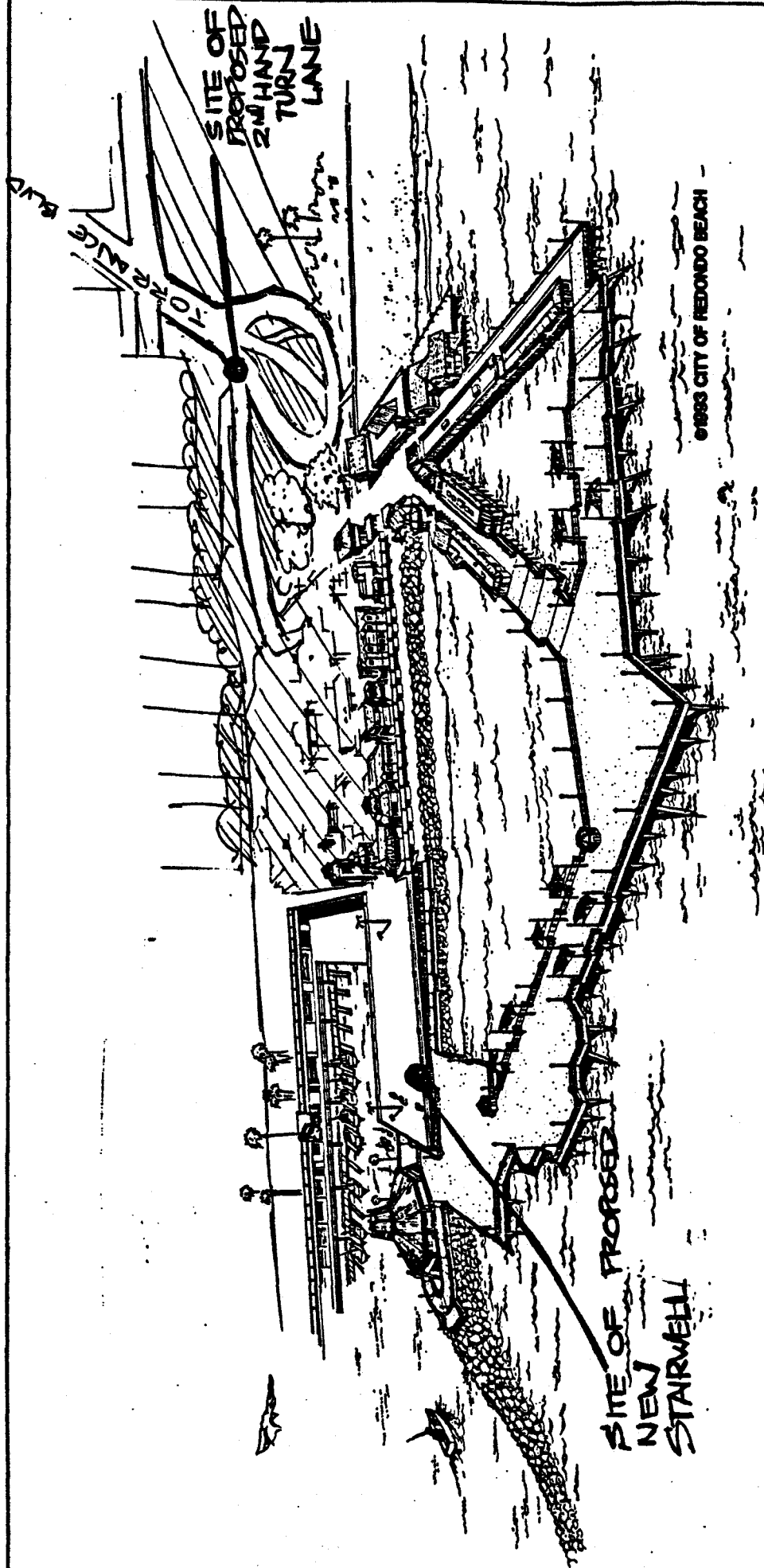
Section 13096 of Title 14 of the California Code of Regulations requires Commission approval of Coastal Development Permits to be supported by a finding showing the permit, as conditioned, to be consistent with any applicable requirements of the California Environmental Quality Act (CEQA). Section 21080.5(d)(2)(A) 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.

As submitted, 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.



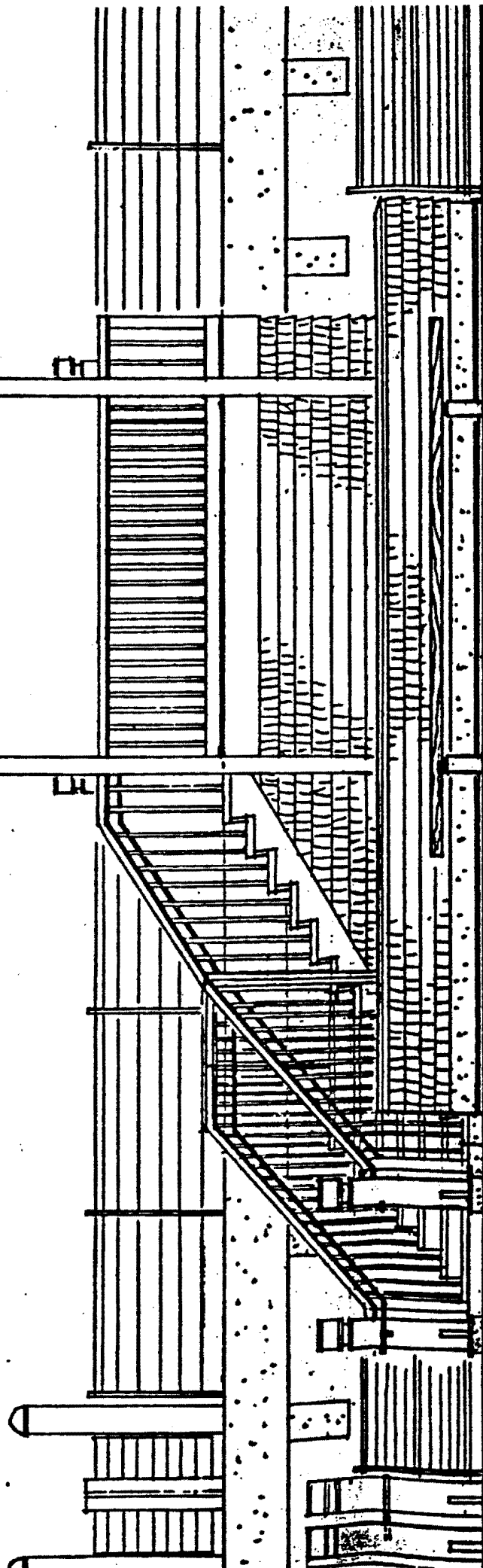
5-98-053

Exhibit A
5-98-053



CITY OF REDONDO BEACH	
ENGINEERING DEPARTMENT	
MUNICIPAL PER RECONSTRUCTION	
PERSPECTIVE	
DATE: 10/10/93	BY: [Signature]
PROJECT NO. 7515	REVISION NO. 1

Exhibit B
5-98-053

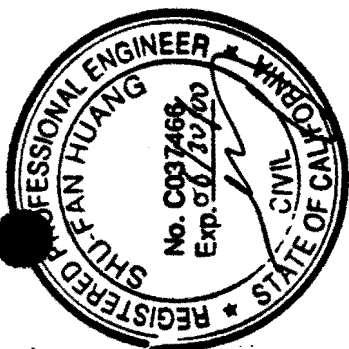


1 FRONT ELEVATION
1/4" = 1'-0"

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Exhibit C
5-98-053



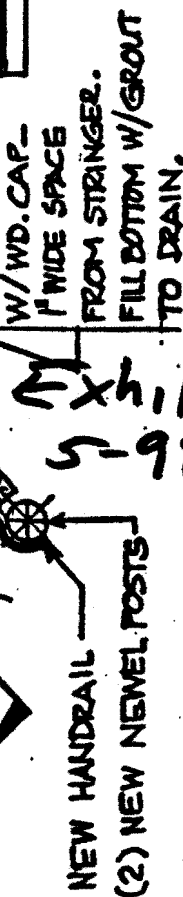
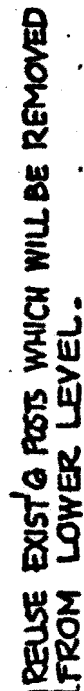


Exhibit D
5-98-053

FEB 20 1998
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A
P

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