PC

CALIFORNIA COASTAL COMMISSION

South Coast Area Office
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[illegible]ng Beach, CA 90802-4302
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Filed:	April 5, 1999
49th Day:	May 24, 1999
180th Day:	Oct. 2, 1999
Staff:	JLR-LB JLR
Staff Report:	June 10, 1999
Hearing Date:	July 13-16, 1999
Commission Action:	

STAFF REPORT: REGULAR CALENDAR

APPLICATION NUMBER: **5-99-092**

APPLICANT: **Anastasi Development Company, LLC**

AGENT: **Cheryl Vargo**

PROJECT LOCATION: 315 Garnet Street, Redondo Beach

PROJECT DESCRIPTION: **Demolish a single-family residence and construct a 43,000 sq. ft., 18-unit condominium, 3-story over basement, 35' high, with 42 parking spaces.**

Lot Area	33,000 sq. ft.
Building Coverage	15,762 sq. ft.
Pavement Coverage	10,261 sq. ft.
Landscape Coverage	6,977 sq. ft.
Parking Spaces	42
Zoning	RH (High Density Residential)
Project Density	23 du/ac
Ht above final grade	35 ft.

LOCAL APPROVALS RECEIVED: **Approval in Concept – City of Redondo Beach**

SUBSTANTIVE FILE DOCUMENTS:

1) City of Redondo Beach Certified Land Use Plan (LUP)

2) LUP Amendment Redondo Beach 1-99

SUMMARY OF STAFF RECOMMENDATION:

Staff recommends approval with no special conditions. There are no unresolved issues. The proposed residential development, as submitted, is consistent with and adequate to carry out the Chapter 3 policies of the Coastal Act. In addition, the proposed project is consistent with the density, height and parking provisions of the City's amended certified Land Use Plan.

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 will be in conformity with the provisions of Chapter 3 of the California Coastal Act of 1976, will not prejudice the ability of the local government having jurisdiction over the area to prepare a Local Coastal Program conforming to the provisions of Chapter 3 of the Coastal Act, and will not have any significant adverse effects on the environment within the meaning of the California Environmental Quality Act.

II. STANDARD CONDITIONS:

1. Notice of Receipt and Acknowledgment. The permit is not valid and development shall not commence until a copy of the permit, signed by the permittee or authorized agent, acknowledging receipt of the permit and acceptance of the terms and conditions, is returned to the Commission office.

2. Expiration. If development has not commenced, the permit will expire two years from the date this permit is reported to the Commission. Development shall be pursued in a diligent manner and completed in a reasonable period of time. Application for extension of the permit must be made prior to the expiration date.

3. Compliance. All development must occur in strict compliance with the proposal as set forth in the application for permit, subject to any special conditions set forth below. Any deviation from the approved plans must be reviewed and approved by the staff and may require Commission approval.

4. Interpretation. Any questions of intent or interpretation of any condition will be resolved by the Executive Director or the Commission.

5. Inspections. The Commission staff shall be allowed to inspect the site and the project during its development, subject to 24-hour advance notice.

6. Assignment. The permit may be assigned to any qualified person, provided assignee files with the Commission an affidavit accepting all terms and conditions of the permit.

7. Terms and Conditions Run with the Land. These terms and conditions shall be perpetual, and it is the intention of the Commission and the permittee to bind all future owners and possessors of the subject property to the terms and conditions.

III. SPECIAL CONDITIONS: NONE

IV. FINDINGS AND DECLARATIONS:

The Commission hereby finds and declares:

A. Project Description and Location

The applicant proposes to demolish a single-family residence and construct a 43,000 sq. ft., 18-unit condominium, 3-story over basement, 35' high, with 42 parking spaces. The proposed development is located on the westerly side of Pacific Coast Highway at the intersection of Beryl Street. Following is a brief description of the site and surrounding land uses excerpted from a City staff report:

> The applicant's proposal is consistent with the RH (High Density Residential zoning and plan designation. The portion of the property facing Pacific Coast Highway is vacant and has been since a number of commercial buildings and residences were demolished in the early 1990's. The portion of the property facing Garnet Street is developed with a single-family residence, which will be demolished to make way for the proposed development project. The property is located in an area of mixed uses including a church property to the north, senior housing to the east, commercial uses to the south and residential uses to the south and west.

The Coastal Zone in Redondo Beach is approximately 2.3 miles in length and is bounded on the north by the City of Hermosa Beach, inland by Pacific Coast Highway and on the south by the City of Torrance. The Redondo Beach coastal zone includes a major harbor and marina, a large pier complex, and a heavily used State beach. In addition, the immediately adjacent inland portion of the Redondo Beach coastal zone includes a major energy installation, extensive commercial development adjacent to

Pacific Coast Highway and a diverse mixture of residential development ranging in size from small-scale units to high density, high-rise development.

B. Background Summary of Recent LUP Amendment (1-99)

The Commission conditionally certified the City of Redondo Beach Land Use Plan on March 17, 1981. The City does not have a certified Implementation Program.

At a recent public hearing, on May 10, 1999, the Commission unconditionally approved an amendment to the certified LUP that specifically redesignated four blocks (total 5 acres) along Pacific Coast Highway from a commercial use to High Density Residential (RH). The subject site is located on one of those blocks.

The RH land use designation allows a maximum density of 28 units per acre. Depending on the location, the maximum height will be limited to either 2-stories, 30 feet or 3-stories, 35 feet except that heights up to 45 feet may be granted between Emerald Street and Garnet Street in conjunction with the granting of a density bonus for the purpose of providing low- and moderate-income housing. This project is consistent with the development standards and uses of the newly certified RH designation for this parcel.

C. Development Standards

Section 30250.

(a) New residential, commercial, or industrial development, except as otherwise provided in this division, shall be located within, contiguous with, or in close proximity to, existing developed areas able to accommodate it or, where such areas are not able to accommodate it, in other areas with adequate public services and where it will not have significant adverse effects, either individually or cumulatively, on coastal resources. . .

The subject site is located in an established strip-commercial area along Pacific Coast Highway. This highway is located approximately four blocks inland of the beach. It is a major arterial serving the South Bay coastal cities as a beach access route.

The PCH corridor consists of a commercial mix of retail stores, offices, motels, banks, restaurants and service oriented businesses. Interspersed with the commercial uses there are existing residential uses that vary from low to high density.

Vehicular access to the subject site will be provided via a driveway off of Garnet Street. No vehicular access to the site will be provided for along PCH. Therefore, traffic conflicts along PCH, a major north-south beach arterial, will be minimized.

The City's traffic studies concluded that traffic and other impacts of development on this site for a residential use is less than the site were developed for commercial uses at zone capacity. Following is an excerpt from a City staff report:

> Based on a "Traffic Generation Forecast" prepared by Linscott, Law & Greenspan Engineers (November 17, 1998), the 18-unit residential condominium project is anticipated to generate a total of 150 daily vehicle trip ends in comparison with the 670 daily trip ends that would be generated by a commercial project. The Study also concludes that the additional traffic that will be generated by the project will not have a significant impact on the operating conditions of the surrounding street system.

The applicant is providing 42 on-site parking spaces. There will be two parking spaces for each unit (total 36) and one guest space for each 3 units (total 6). This project is consistent with the uses and standards contained in the RH standards of the amended Redondo Beach LUP. The proposed project provides adequate on-site parking to assure that residents and their guests will not need to use on-street parking. Based on the information above, the Commission finds that the proposed project, as designed, is consistent with the relevant development policies of the Coastal Act. The Commission further finds that the proposed development will not prejudice the City's ability to prepare a Local Coastal Program consistent with the policies of Chapter 3 of the Coastal Act as required by Section 30604(a).

D. Visual Quality

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 be visually compatible with the character of surrounding areas. . .

The existing commercial designation in the certified LUP includes no specific intensity or height limit standards. When the LUP was certified, the City's zoning code permitted commercial buildings at a height of 3 stories and 40 feet.

The LUP high density (RH) zone will permit a maximum density of 28 units per acre. The portion of the RH zone along PCH between Vincent Street and Garnet Street, is limited in height to 3-stories, 35 feet. The proposed project density equates to 23 du/acre consistent with the development standards of the recently amended LUP which would permit 28 units per acre.

The area westerly and adjacent to he proposed RH district is zoned Medium Density Residential (MDR). In this zone, the certified LUP allows a maximum of 23 units per

acre. The height is restricted to 2-stories over semi-subterranean garage plus loft not to exceed 38 feet in height.

The proposed RH district height and parking standards are comparable and compatible with the adjacent MDR standards. Several blocks on the east side of PCH, which are not in the coastal zone, are designated as high density residential (RH). In this area, a 150-unit senior citizen housing project was recently constructed. The east side of PCH is developed consistent with the development standards of the amended LUP. Therefore, the Commission finds that, as submitted, the proposed project is designed to be compatible with the character of the surrounding area, consistent with Section 30251 of the Coastal Act.

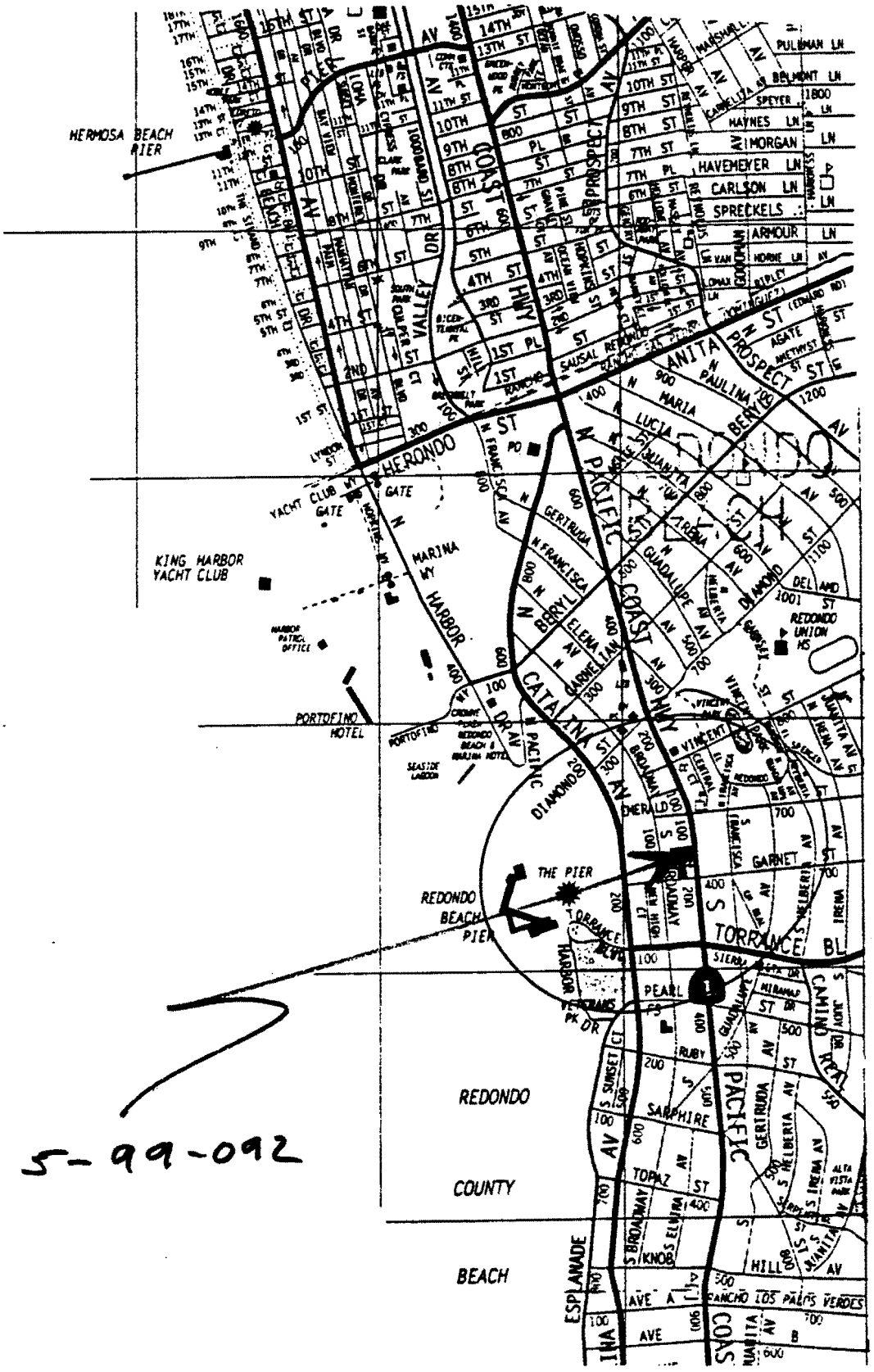
E. California Environmental Quality Act

Section 13096(a) of the Commission's administrative regulations requires Commission approval of Coastal Development Permit applications to be supported by a finding showing the application, as conditioned by any conditions of approval, 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 effect which the activity may have on the environment.

The proposed project, which provides adequate parking, is consistent with the development policies of the Coastal Act. 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 is consistent with CEQA and the policies of the Coastal Act.

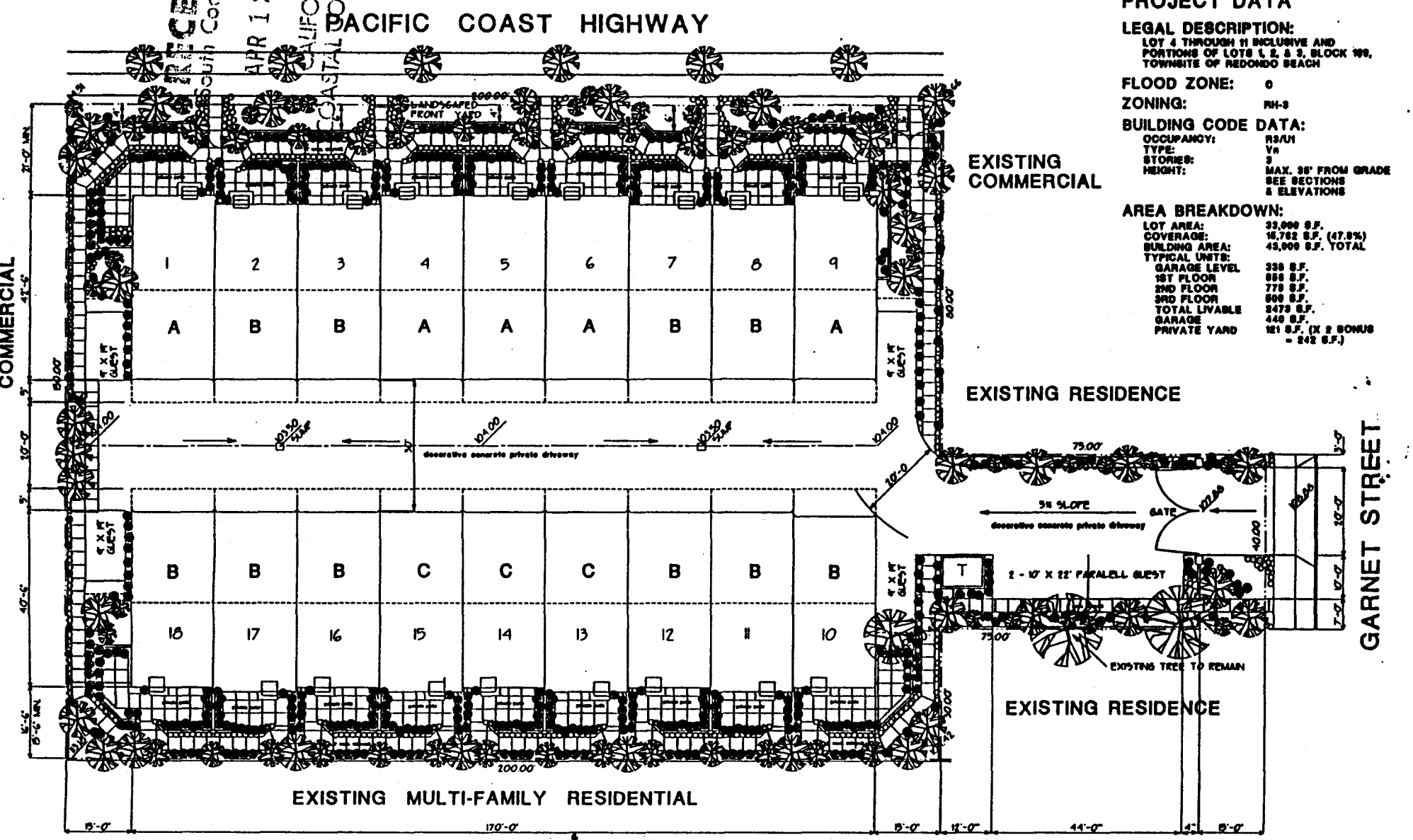
JLR:

G:\Staff Reports\July 1999\5-99-092 anastasi staff report.doc



5-99-092

Exhibit A
5-99-092



PROJECT DATA

LEGAL DESCRIPTION:
LOT 4 THROUGH 11 INCLUSIVE AND PORTIONS OF LOTS 1, 2, & 3, BLOCK 199, TOWNSITE OF REDONDO BEACH

FLOOD ZONE: C

ZONING: RH-3

BUILDING CODE DATA:

OCCUPANCY:	R3/U1
TYPE:	Vn
STORIES:	3
HEIGHT:	MAX. 35' FROM GRADE SEE SECTIONS & ELEVATIONS

AREA BREAKDOWN:

LOT AREA:	33,000 S.F.
COVERAGE:	16,782 S.F. (47.8%)
BUILDING AREA:	43,000 S.F. TOTAL
TYPICAL UNITS:	
GARAGE LEVEL	336 S.F.
1ST FLOOR	856 S.F.
2ND FLOOR	779 S.F.
3RD FLOOR	500 S.F.
TOTAL LIVABLE	2473 S.F.
GARAGE	440 S.F.
PRIVATE YARD	121 S.F. (X 2 BONUS = 242 S.F.)

5-99-092
Exhibit B

GARNET STREET TOWNHOMES

315 GARNET STR[illegible] REDONDO BEACH

ANASTASI DEVELOPMENT CORPOR[illegible]

SITE PLAN

SCALE: 1/16" = 1' - 0"

NORTH

PARTIAL FRONT ELEVATION

SIDE ELEVATION

PARTIAL REAR ELEVATION

MATERIALS LIST:

ROOF	1C B O #3321 CLAY TILE OR EQUAL
WALLS	EXTERIOR PLASTER
TRELLIS	WOOD

EXTERIOR FINISH COLORS:

EXT. PLASTER	MEADOW BROOK	LA HABRA STUCCO
WOOD TRIM	MIRAGE	LA HABRA STUCCO
W.I. GATES	CW9611	SINCLAIR PAINTS
PATIO WALLS	MEADOW BROOK	LA HABRA STUCCO
WALL CAPS	MIRAGE	LA HABRA STUCCO
TRIM & DOOR	WHITE	SINCLAIR PAINTS
TRELLIS	WHITE	SINCLAIR PAINTS

5-99-092
Exhibit
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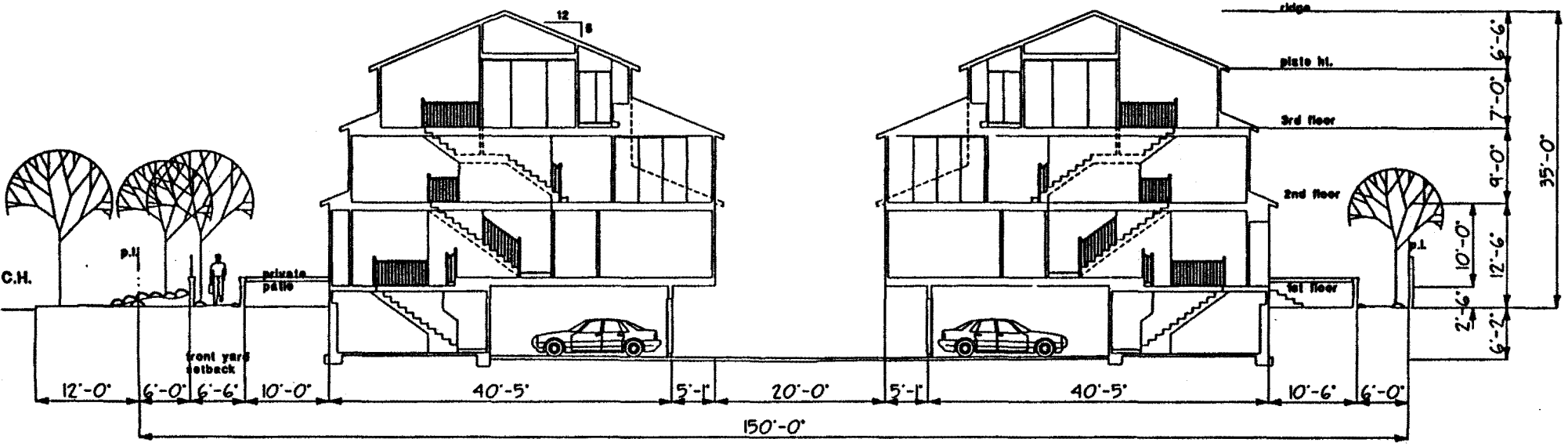
ANASTASI

GARNET STREET TOWNHOMES

315 GARNET STREET, REDONDO BEACH



SITE SECTION

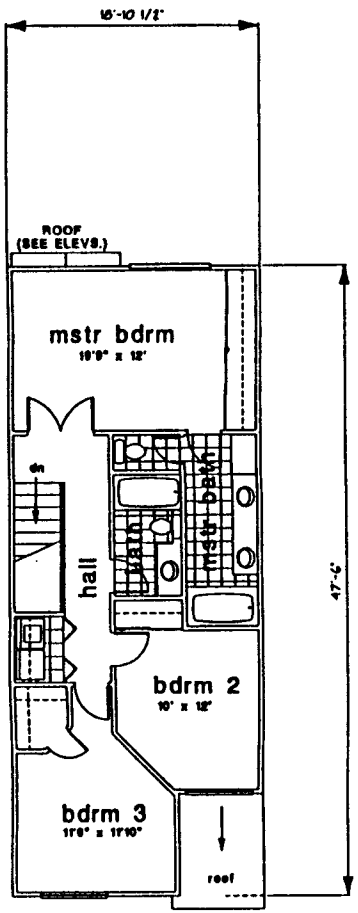
SCALE: 3/16" = 1' - 0"

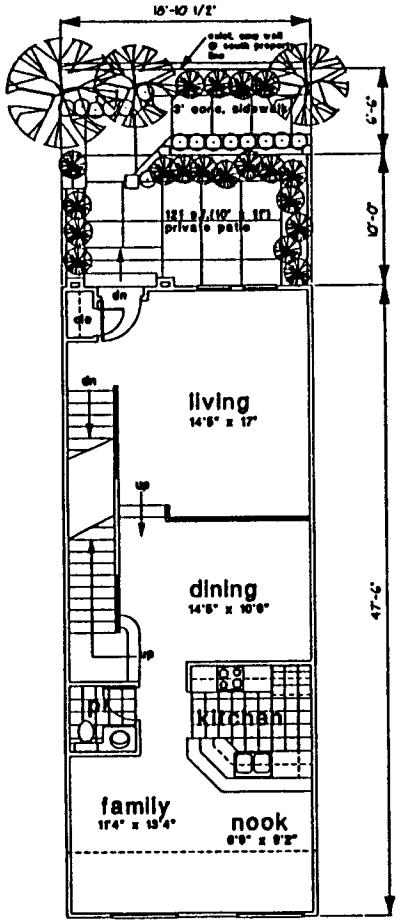
GARNET STREET TOWNHOMES

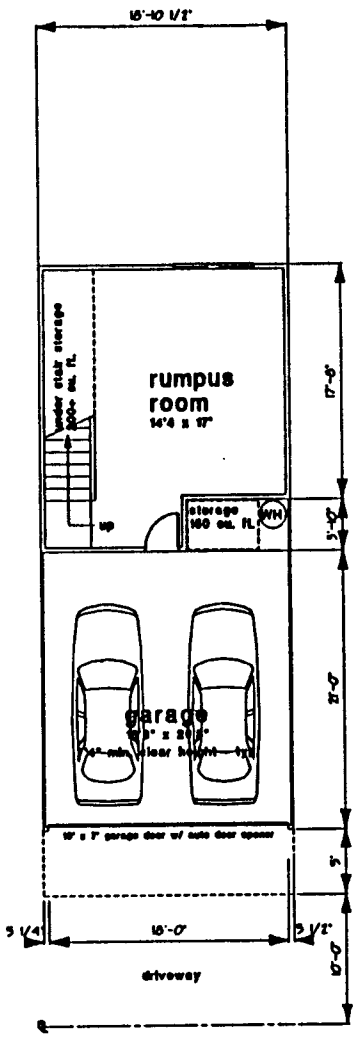
315 GARNET STREET, REDONDO BEACH

ANASTASI
DEVELOPMENT CORPORATION

5-99-092
Exhibit D







5-99-092
Exhibit E

2ND FLOOR
849 S.F.

1ST FLOOR
904 S.F.

GARAGE LEVEL
375 S.F.

TYPICAL UNIT A FLOOR PLANS 2128 S.F.

SCALE: 1/4" = 1'-0"

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GARNET STREET TOWNHOMES

315 GARNET STREET, REDONDO BEACH

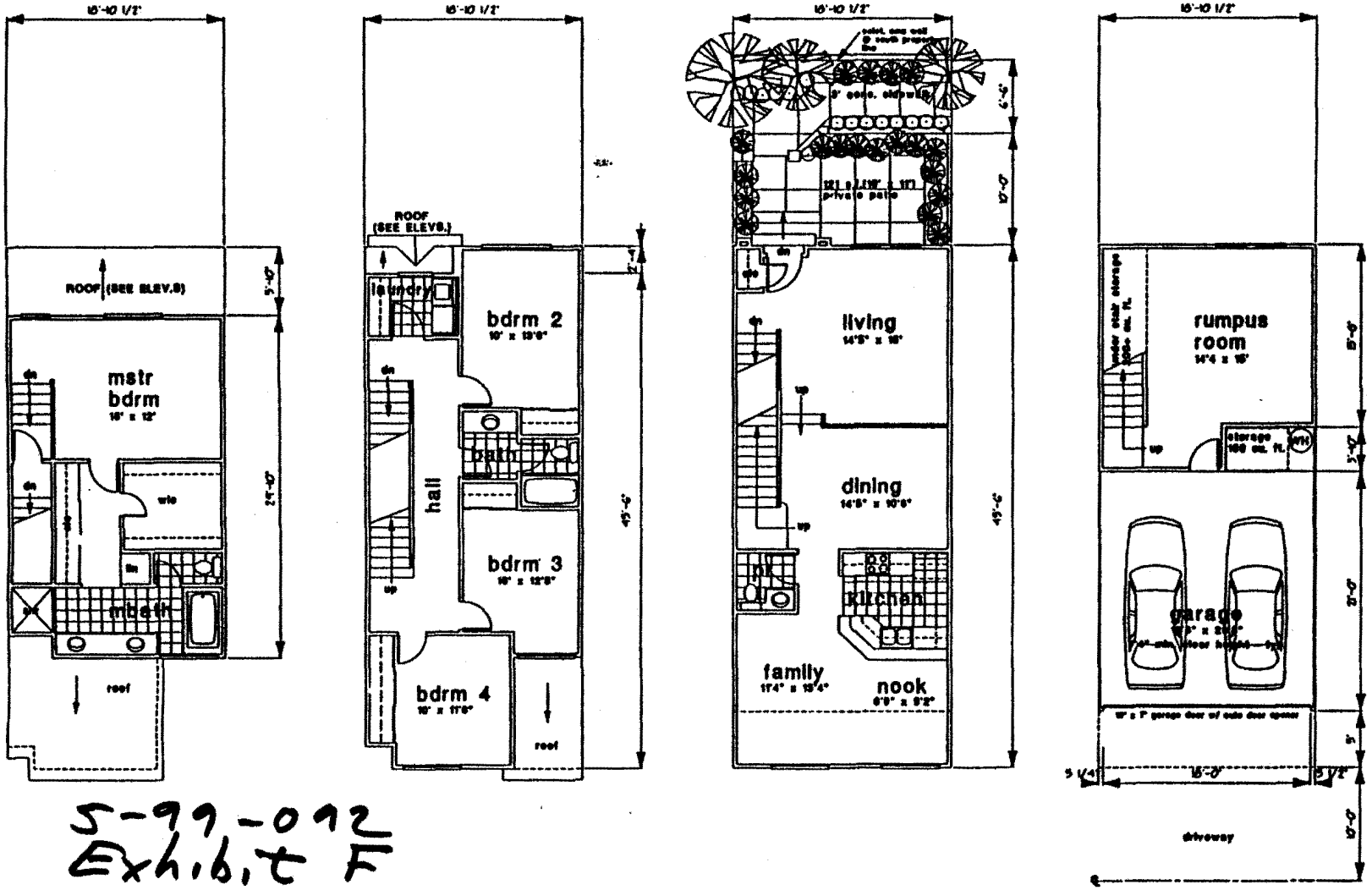

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Exhibit F

3RD FLOOR	2ND FLOOR	1ST FLOOR	GARAGE LEVEL
500 S.F.	779 S.F.	856 S.F.	338 S.F.

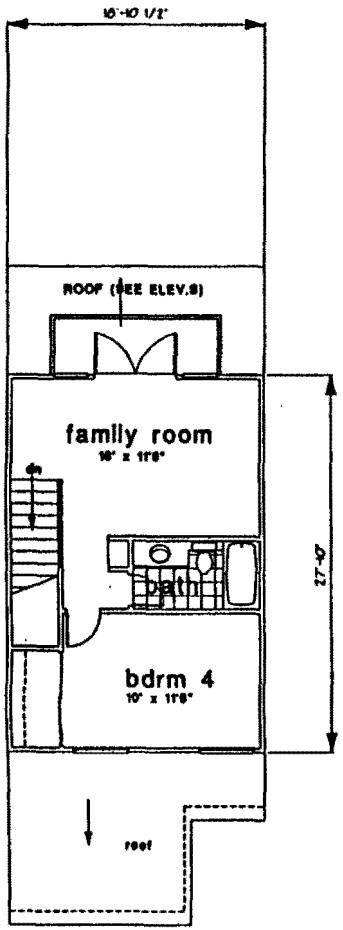
TYPICAL UNIT B FLOOR PLANS 2473 S.F.

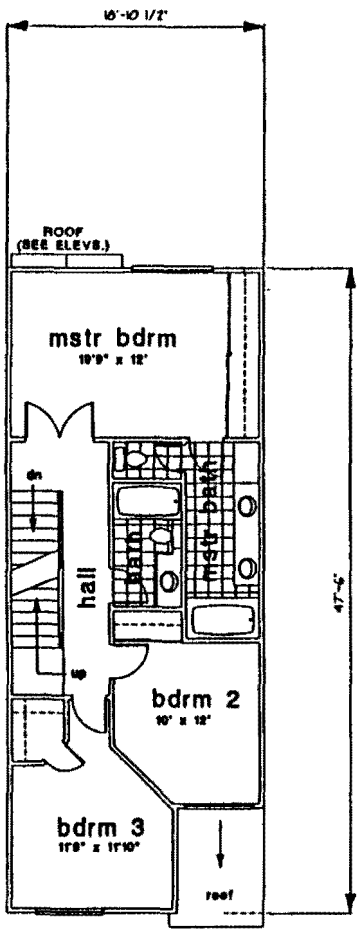
SCALE: 1/4" = 1' - 0"

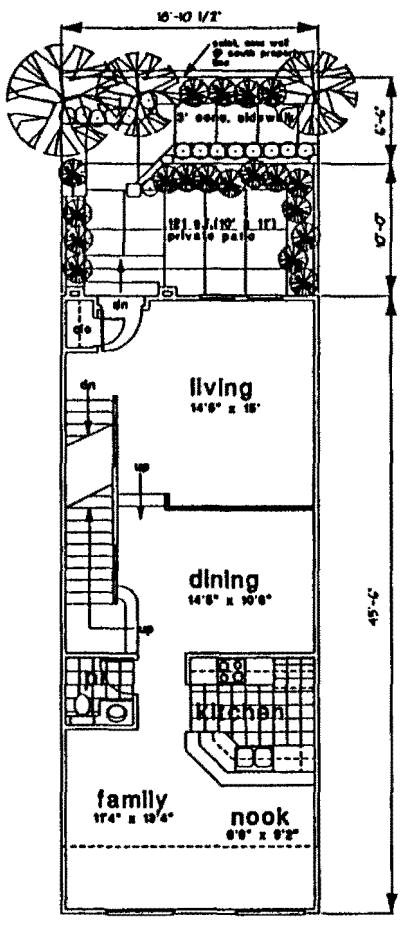
ANASTASI DEVELOPMENT CORPORATION

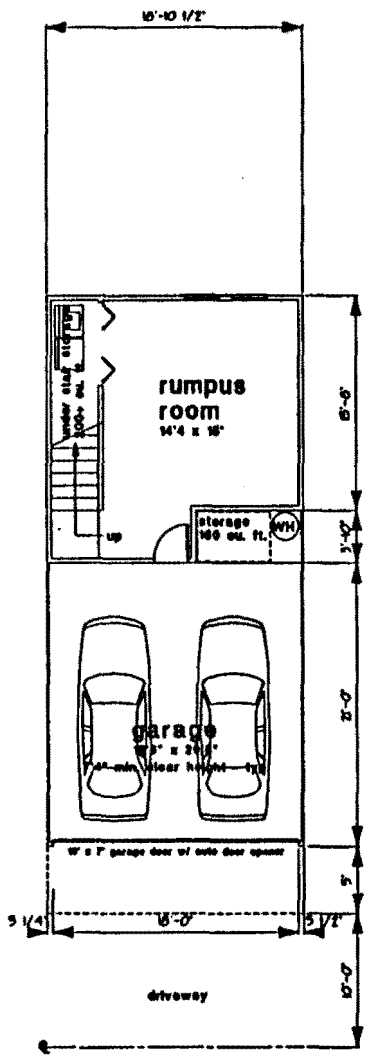
GARNET STREET TOWNHOMES

315 GARNET STREET, REDONDO BEACH









5-99-092
Exhibit G

3RD FLOOR
500 S.F.

2ND FLOOR
849 S.F.

1ST FLOOR
856 S.F.

GARAGE LEVEL
338 S.F.

TYPICAL UNIT C FLOOR PLANS 2543 S.F.

SCALE: 1/4" = 1' - 0"

ANASTASI
DEVELOPMENT CORPORATION

GARNET STREET TOWNHOMES

315 GARNET STREET, REDONDO BEACH

LINSCOTT
LAW &
GREENSPAN
ENGINEERS

ENGINEERS & PLANNERS • TRAFFIC, TRANSPORTATION, PARKING

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Phone: 714 641-1587 • Fax: 714 641-0139

November 17, 1998

Mr. Randy J. Morris
ANASTASI DEVELOPMENT CORPORATION
1200 Aviation Boulevard
Redondo Beach, CA 90278

Subject: **TRIP GENERATION FORECAST**
GARNET STREET TOWNHOMES
Redondo Beach, California

Dear Mr. Morris:

As requested, Linscott, Law & Greenspan, Engineers (LLG) is pleased to submit this Trip Generation Analysis for the Garnet Street Townhomes project, an 18-unit residential condominium/townhome development. The project site is a 0.75± acre, parcel of land located generally west of Pacific Coast Highway, and north of Garnet Street, in the City of Redondo Beach, California. Access to the site will be provided via a gated driveway on Garnet Street. This traffic analysis was prepared to address traffic concerns of the City, as expressed by Anita G. Kroeger, Senior Planner, City of Redondo Beach.

Trip Generation Comparison

Traffic generation is expressed in vehicle trip ends, defined as one-way vehicular movements, either entering or exiting the generating land use. Generation factors and equations used in the traffic forecasting procedure are found in the Sixth Edition of *Trip Generation*, published by the Institute of Transportation Engineers (ITE) [Washington, D.C., 1997] and *San Diego Traffic Generators*, dated December 1996, published by San Diego Associated Governments (SANDAG).

Traffic generated by the proposed Garnet Street Townhomes project was estimated using ITE Land Use 230 (Residential Condominium) equations published in *Trip Generation*. Traffic generated by the Alternative Land Use, which consists of 16,500 square-feet of specialty retail, was estimated using ITE Land Use 814 (Specialty Retail) trip rates.

The traffic generated by the "Specialty Retail" development option represents a "trip budget maximum" for the project site, against which the impact of the proposed 18 dwelling unit Garnet Townhome project might be compared.

Philip M. Linscott, P.E. (Ret.)
Jack M. Greenspan, P.E.
William A. Law, P.E. (Ret.)
Paul W. Wilkinson, P.E.
John P. Keating, P.E.
David S. Shender, P.E.

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Review of **Table A** shows that the proposed 18 unit residential condominium project will generate about 35% less traffic during the AM peak hour, and significantly less traffic on a daily (78%) and PM peak hour (64%) basis when compared to the trip generation potential of 16,500 SF of specialty retail.

The upper portion of Table 3 indicates that, on a "typical" weekday, the Alternative Land Use can be expected to generate approximately 670 daily trips, with 20 trips (12 inbound, 8 outbound) produced in the AM peak hour and 42 trips (18 inbound, 24 outbound) produced in the PM peak hour.

The proposed 18 unit Garnet Street Townhome project is forecast to generate 150 daily trips, with 13 trips (2 inbound, 11 outbound) produced in the AM peak hour and 15 trips (10 inbound, 5 outbound) produced in the PM peak hour.

Conclusions

Given the results of the trip generation forecast comparison, we conclude that the 18 unit Garnet Street residential townhome project will have a lesser impact than a 16,500 SF specialty retail center. Further, we conclude that the project proposed by Anastasi Development Corporation will not have a significant traffic impact on the on the operating conditions of the surrounding street system.

* * * * * * * * * * * *

We appreciate the opportunity to prepare this investigation. Should you have any questions regarding this analysis, please call us at (714) 641-1587.

Very truly yours,
LINSCOTT, LAW & GREENSPAN, ENGINEERS

Richard E. Barretto
Transportation Engineer III

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5-99-092
Exhibit H
2 of 3

LINSCOTT LAW & GREENSPAN
ENGINEERS

TABLE A

PROJECT TRAFFIC GENERATION FORECAST
Garnet Street Townhomes, Redondo Beach

ITE LAND USE CODE/ PROJECT DESCRIPTION	DAILY	AM PEAK HOUR IN	AM PEAK HOUR OUT	AM PEAK HOUR TOTAL	PM PEAK HOUR IN	PM PEAK HOUR OUT	PM PEAK HOUR TOTAL
Generation Factors:							
• 230: Res. Condominiums (TE/DU)[1]	8.42	0.12	0.61	0.73	0.55	0.27	0.83
• 814: Specialty Retail (TE/1000 SF)[2]	40.67	0.73	0.49	1.22	1.11	1.48	2.59
Generation Forecasts:							
Proposed Project							
• Residential Condominiums (18 DU)	150	2	11	13	10	5	15
Alternative Land Use[3]							
• Specialty Retail (16,500 SF)	670	12	8	20	18	24	42
Net Difference in Trip Generation - "Specialty Retail vs. ResidentialTownhomes"	-520	-10	+3	-7	-8	-19	-27

TE/DU = Trip ends per dwelling unit (residential)
TE/1000 SF = Trip ends per 1000 square-feet (SF) of development.

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1 Source: *Trip Generation*, 6th Edition, Institute of Transportation Engineers (ITE), Washington, D.C. (1997).

2 Source: Daily and PM peak hour trip rate from Trip Generation, 6th Edition, Institute of Transportation Engineers (ITE), Washington, D.C. (1991). AM peak hour trip generation rate estimated based on daily trip rate, which assumes AM peak hour traffic is 3% (6:4) of total daily traffic [*Traffic Generators* - SANDAG - December, 1996].

3 Source: Anastasi Development Corporation/City of Redondo Beach. Maximum retail floor area calculated at 0.50 FAR (0.5 x 33,000 SF = 16,500 SF).

5-99-092
Exhibit H
3 of 3