

CALIFORNIA COASTAL COMMISSION

South Coast Area Office
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RECORD PACKET COPY

Staff: KFS-LB
 Staff Report: April 20, 2000
 Hearing Date: May 9-12, 2000
 Commission Action:

**STAFF REPORT: REVISED FINDINGS**

APPLICATION NO: 5-99-331

APPLICANT: Makena Resources

AGENT: Bundy-Finkel Architects

PROJECT LOCATION: 347 Main Street, City of Seal Beach, County of Orange

PROJECT DESCRIPTION: Construct a 5,900 square foot, single story, multi-tenant retail commercial structure on a vacant, 0.34 acre lot (14,657 square feet). Proposed parking includes 19 parking stalls on site.

DATE OF COMMISSION ACTION: January 11, 2000

COMMISSION ACTION: Approval with special conditions.

COMMISSIONERS ON PREVAILING SIDE: Daniels, Desser, Dettloff, Estolano, Kruer, McLain-Hill, Nava, Rose, Woolley, Chairman Wan

SUMMARY OF STAFF RECOMMENDATION:

Staff recommends that the Commission adopt the following revised findings in support of the Commission's approval with special conditions of Coastal Development Permit application 5-99-331 on January 11, 2000.

LOCAL APPROVALS RECEIVED: Conceptual approval by the City of Seal Beach dated October 26, 1999.

SUBSTANTIVE FILE DOCUMENTS: City of Seal Beach Main Street Specific Plan and In-Lieu Parking Fee Program; Orange County Regional Interpretive Guidelines; *Parking Analysis for Pacific Coast Highway/Main Street Retail Use (City of Seal Beach, California)*, prepared by KHR Associates of Irvine, California dated October 22, 1999; *Parking Surveys at Two Starbucks Coffee and Two Video Rental Retail Locations in Orange County Beach Communities*, prepared by KHR Associates of Irvine, California dated August 31, 1999; Coastal development permit application 5-99-363 (Equilon Enterprises); 5-93-050 (Ursini); Selected coastal development permits involving parking on Main Street (see Appendix A).

I. STAFF RECOMMENDATION, MOTION AND RESOLUTION OF ADOPTION OF REVISED FINDINGS.

The staff recommends that the Commission make the following motion and adopt the following resolution:

MOTION:

I move that the Commission adopt the revised findings in support of the Commission's action on January 11, 2000 concerning Coastal Development Permit 5-99-331.

STAFF RECOMMENDATION OF APPROVAL:

Staff recommends a **YES** vote on the motion. Passage of this motion will result in the adoption of revised findings as set forth in this staff report. The motion requires a majority vote of the members from the prevailing side present at the January 11, 2000 hearing, with at least three of the prevailing members voting. Only those Commissioners on the prevailing side of the Commission's action are eligible to vote on the revised findings.

RESOLUTION TO ADOPT REVISED FINDINGS:

The Commission hereby adopts the findings set forth below for Coastal Development Permit 5-99-331 on the ground that the findings support the Commission's decision made on January 11, 2000 and accurately reflect the reasons for it.

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 on which the Commission voted on the application. 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 set forth in the application for permit, subject to any special conditions set forth below. Any deviation from the approved plans must be reviewed and approved by the staff and may require Commission approval.
4. **Interpretation.** Any questions of intent or interpretation of any condition will be resolved by the Executive Director or the Commission.

5. **Inspections.** The Commission staff shall be allowed to inspect the site and the project during its development, subject to 24-hour advance notice.
6. **Assignment.** The permit may be assigned to any qualified person, provided assignee files with the Commission an affidavit accepting all terms and conditions of the permit.
7. **Terms and Conditions Run with the Land.** These terms and conditions shall be perpetual, and it is the intention of the Commission and the permittee to bind all future owners and possessors of the subject property to the terms and conditions.

III. SPECIAL CONDITIONS

1. FUTURE DEVELOPMENT DEED RESTRICTION

A. This permit is only for the development described in coastal development permit No. 5-99-331. Pursuant to Title 14 California Code of Regulations section 13253(b)(6), the exemptions otherwise provided in Public Resources Code section 30610 (b) shall not apply to the entire parcel. Accordingly, any future improvements to the permitted structure, including but not limited to repair and maintenance identified as requiring a permit in Public Resources section 30610(d) and Title 14 California Code of Regulations sections 13252(a)-(b), which are proposed within the restricted area shall require an amendment to Permit No. 5-99-331 from the Commission or shall require an additional coastal development permit from the Commission or from the applicable certified local government.

B. **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, reflecting the above restrictions on development in the restricted area. The deed restriction shall include legal descriptions of both the applicant's entire parcel and the restricted area. 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. This deed restriction shall not be removed or changed without a Commission amendment to this coastal development permit.

2. LEGAL INTEREST

PRIOR TO THE ISSUANCE OF THE COASTAL DEVELOPMENT PERMIT, the applicant shall submit, for the review and approval of the Executive Director, written documentation demonstrating that it has the legal ability to undertake the proposed development as conditioned herein.

3. CALIFORNIA DEPARTMENT OF TRANSPORTATION APPROVAL

PRIOR TO ISSUANCE OF THE COASTAL DEVELOPMENT PERMIT, applicant shall provide to the Executive Director a copy of a permit issued by California Department of

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Transportation, or letter of permission, or evidence that no permit or permission is required. The applicant shall inform the Executive Director of any changes to the project required by the California Department of Transportation. Such changes shall not be incorporated into the project until the applicant obtains a Commission amendment to this coastal development permit, unless the Executive Director determines that no amendment is required.

IV. FINDINGS AND DECLARATIONS

The Commission hereby finds and declares as follows:

A. PROJECT DESCRIPTION AND LOCATION

The proposed project is located at 347 Main Street, at the corner of Main Street and Pacific Coast Highway ("PCH") in the City of Seal Beach (Exhibit 1). The proposed project is to construct a 5,900 square foot single story commercial structure with 19 parking spaces upon a vacant 0.34 acre site (Exhibit 2). No specific use, other than "multi-tenant retail" has been specified.

The subject site is located at the entrance to the "Old Town" area of the City of Seal Beach, which is the primary visitor serving commercial area of the city.

The subject site is also located approximately 1,900 feet from the City's popular, mile-long public beach. Vertical public access to this beach is available at the end of Main Street. A lateral accessway (paved walkway) along the shoreline extends from Main Street and the municipal pier to Electric Avenue.

B. HISTORY OF SUBJECT SITE

The subject property was previously a gas station. The gas station was demolished without a coastal development permit. A separate coastal development permit (5-99-363), requested by the owners of the gas station, was approved with conditions by the Commission on January 11, 2000 .

C. PUBLIC ACCESS/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 or providing substitute means of serving the development with public transportation...

The subject site is approximately 1,900 feet from the shoreline and is not located between the sea and the first public road paralleling the sea. The site is located at the entrance to, but not within, Seal Beach's "Old Town" area, a popular visitor oriented commercial area next to the City's heavily visited municipal pier and beach. The property lots along Main Street are shallow and narrow in size. In addition, many of the commercial structures along Main Street

pre-date the Coastal Act and do not have adequate on-site parking. Therefore, on-street public parking is necessary to accommodate many of the existing, older, pre-Coastal Act commercial structures. The lack of on-site parking, the popularity of the commercial area, and the heavy use of the adjacent public beach have resulted in high demand for parking in this area.

Section 30252 of the Coastal Act requires the protection of public access to the beach. An adequate quantity of parking spaces to accommodate new development maintains this public access. However, public access can be adversely affected if commercial development in the coastal zone does not provide adequate on-site parking. In cases of inadequate parking, commercial center users would displace public users from public parking spaces.

For general retail stores, the Commission typically requires that 1 parking space per 225 square feet of total gross floor area be provided on-site to support the parking demand of the development. The proposed development is a 5,900 square foot structure. Based upon the Commission's commonly used standard of 1 space:225 square feet, the multi-tenant retail center would need 26 parking spaces to meet the parking demand. The proposed development has 19 parking spaces. Therefore, based on the Commission's typical parking requirements, the proposed development has a theoretical 7 parking space deficiency.

The applicant has submitted a parking analysis for the proposed development titled *Parking Analysis for Pacific Coast Highway/Main Street Retail Use (City of Seal Beach, California)*, prepared by KHR Associates of Irvine, California dated October 22, 1999 (Exhibit 3). The parking analysis describes the various parking demand ratios applied by the California Coastal Commission and the City of Seal Beach. The parking analysis also cites a parking ratio developed by the Institute of Transportation Engineers (Exhibit 4).

The parking analysis acknowledges that the proposed development provides less parking than the Commission typically suggests should be provided by a retail commercial development. However, the applicants parking analysis points out that under the City of Seal Beach's Specific Plan for Main Street, the proposed development would fall under the category of "retail stores." The City requires a parking ratio of 1 space for each 500 square feet of floor area. Under this ratio, the development would require 12 parking spaces. Since the development provides 19 parking spaces, the development exceeds City requirements. In addition, the applicant's parking analysis cites the parking ratio referenced in the Institute of Transportation Engineer's (ITE) Parking Generation manual. This parking ratio states that peak weekday demand would be 3.23 parking spaces per 1,000 square feet of gross floor area. Based on this ratio, the site would require 19 parking spaces to accommodate peak weekday demand. Since the development provides 19 parking spaces, the peak weekday parking demand based upon ITE standards is satisfied.

As noted previously, and highlighted in the conclusions of the applicant's parking analysis, the "Old Town" area where the proposed project is located is a visitor oriented commercial area. Visitor serving commercial uses within the coastal zone are a priority use under the Coastal Act, and such visitor serving areas provide a form of recreation to visitors. Therefore, public on-street parking spaces provide a manner of access to the shopping-oriented coastal zone visitor. On Main Street in Seal Beach, the shallow and narrow lots were designed when the community was primarily serviced by public rail transit, rather than private automobile. As

noted before, many of the structures constructed on these lots pre-date the Coastal Act. In most cases, on-site parking cannot be accommodated unless the structure is demolished and designed to include parking. Therefore, in order for visitors to patronize these pre-Coastal Act commercial buildings, public on-street parking spaces must be used. Therefore, there is already a heavy demand placed upon public on-street parking spaces by the existing uses. Therefore, in order to avoid additional cumulative impacts upon public parking spaces by private development, it is important that new development provide adequate on-site parking.

While the proposed development provides less parking than the Commission's commonly used parking standards suggest is adequate, the development does provide more parking than City standards require and does provide precisely the number of spaces that the Institute of Transportation Engineers suggest are needed. The Commission's parking standard is one of many general indicators of parking need. The applicant's site specific parking study suggests that the City-sponsored 1994 parking study and the ITE parking ratio more accurately predict the quantity of parking spaces necessary to support a general retail building at the subject site than the Commission's parking standards.

In addition, the proposed development is located approximately 1,900 feet from the nearest public beach at the corner of a heavily traveled transportation route (Pacific Coast Highway). This location is at the entrance to, but not within, the "Old Town" area of downtown Seal Beach, which begins seaward of Electric Avenue and the subject site. Persons utilizing the beach are less likely to use on-street parking in the vicinity of this project site because of the busy nature of the intersection and the availability of more conveniently located public parking spaces closer to the beach. Since the project site has 19 on-site parking spaces which the site specific parking study states is adequate to support the proposed development it is unlikely that persons patronizing the site would need to utilize public on-street parking spaces. The Commission acknowledges that parking needs for new development projects occurring more seaward of the subject site may be more accurately characterized by the Commission's commonly used parking standards as opposed to City standards. However, at the subject location, 19 parking spaces for a general retail use is enough to avoid adverse impacts upon public access caused by inadequate parking.

In addition, the Commission notes that the City of Seal Beach evaluated the proposed project for parking related impacts with special attention to impacts upon public access. The City determined that the proposed project provided adequate parking for the project site. In addition, the Commission specifically notes that the City is implementing a parking management program that, at the January 2000 hearing, the City's Director of Development Services stated would assure that the City would not be seeking a preferential parking program in the future to address parking issues in the City.

The proposed 19 parking spaces have been found to be adequate specifically for general retail uses at the site. Other uses, such as a restaurant or other food outlet may have more intense parking needs than the proposed general retail uses. Changes in intensity of use of a site is a non-exempt form of development which requires a coastal development permit or permit amendment. Some future improvements to the structure may be necessary to intensify use of the site. In order to assure that future improvements to the site are monitored for impacts upon public access, the Commission imposes Special Condition 1. Special Condition 1 requires the applicant to execute and record a deed restriction stating that all future

improvements to the proposed development require an amendment to Permit No. 5-99-331 from the Commission or shall require an additional coastal development permit from the Commission or from the applicable certified local government. The deed restriction shall be subject to review and approval of the executive director and shall be recorded prior to issuance of the coastal development permit. The deed restriction shall not be changed or removed without a Commission amendment to the permit. As conditioned, the Commission finds the proposed development is consistent with Section 30252 of the Coastal Act.

D. LEGAL ABILITY TO UNDERTAKE DEVELOPMENT

The proposed development includes construction of sidewalks, curb cuts, and other improvements within the California Department of Transportation (CalTrans) Pacific Coast Highway right-of-way. Documentation which would confirm that the applicant has the legal ability to undertake this portion of the proposed development and comply with all the conditions of approval has not been submitted. Section 30601.5 of the Coastal Act requires states in part,

...prior to the issuance of a coastal development permit, the applicant shall demonstrate the authority to comply with all conditions of approval.

The proposed development includes 19 parking spaces which includes an ingress to the site from Pacific Coast Highway and an egress from the site to Main Street. This ingress/egress layout allows the applicant to maximize the number of on-site parking spaces. If CalTrans were to require changes to the location of the ingress/egress point from Pacific Coast Highway, changes to the parking layout and quantity of spaces provided could be affected. Therefore, the Commission imposes Special Condition 2 which requires that, prior to issuance of the permit, the applicant shall submit evidence of their legal ability to undertake development at the subject site as conditioned herein. In addition, the Commission imposes Special Condition 3 which requires that, prior to issuance of the coastal development permit, the applicant shall provide to the Executive Director a copy of a permit issued by the California Department of Transportation, or letter of permission, or evidence that no permit or permission is required from CalTrans. The applicant shall inform the Executive Director of any changes to the project required by the California Department of Transportation. Such changes shall not be incorporated into the project until the applicant obtains a Commission amendment to this coastal development permit, unless the Executive Director determines that no amendment is required. As conditioned the Commission finds the proposed project is consistent with Section 30601.5 of the Coastal Act.

E. LOCAL COASTAL PROGRAM

Section 30604 of the Coastal Act provides for the issuance of coastal development permits directly by the Commission in regions where the local government having jurisdiction does not have a certified local coastal program. The permit may only be issued if the Commission finds that the proposed development will not prejudice the ability of the local government to prepare a Local Coastal Program which conforms with the Chapter 3 policies of the Coastal Act.

On July 28, 1983, the Commission denied the City of Seal Beach Land Use Plan (LUP) as submitted and certified it with suggested modifications. The City did not act on the

suggested modifications within six months from the date of Commission action. Therefore, pursuant to Section 13537(b) of the California Code of Regulations, the Commission's certification of the land use plan with suggested modifications expired. The LUP has not been resubmitted for certification since that time.

As conditioned, the proposed development is consistent with the Chapter Three policies of the Coastal Act. Therefore, the Commission finds that the proposed development would not prejudice the ability of the City to prepare a certified coastal program consistent with the Chapter Three policies of the Coastal Act.

F. CALIFORNIA ENVIRONMENTAL QUALITY ACT

Section 13096 of the Commission's 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 is located in an urban area. The proposed development has been conditioned to assure that the project will not have a significant adverse impact on coastal resources. The proposed development, as conditioned, is consistent with the Chapter 3 policies of the Coastal Act. There are no feasible alternatives or mitigation measures available which will lessen any significant adverse effect the activity would have on the environment. Therefore, the Commission finds that the proposed project is consistent with CEQA and the policies of the Coastal Act.

5-99-331 (Makena Resources)

APPENDIX A
Selected Coastal Development Permits
Involving Parking on Main Street

Permit #; Address	Project Description	Special Conditions; Rationale
A-77-1403; 115 Main St.	Construction of a 145 sq. ft. addition to an existing restaurant	No Conditions (Addition did not increase public service area)
5-97-012; 119 Main St.	Remodel and existing 1,838 sq. ft. bldg. and convert from medical offices to retail use, 6 on-site spaces, no new parking proposed	1. Future Development (Use was deintensified and existing parking deficiency thus reduced, new use is more visitor-serving in nature)
5-85-39; 138 1/2 - 140 Main Street	Conversion of an existing commercial building to a restaurant/bar and demolition of an existing garage to create 6 tandem parking spaces	1. Provide 30 spaces in beach parking lot for development's exclusive use. 2. If Condition 1 isn't met, submit revised plans reducing service area.
A-77-1724; 143 Main St.	Interior alterations and 2 new bathrooms to convert commercial structure to liquor-delicatessen	No conditions (Rationale not known)
5-89-143; 143 Main St.	Convert deli and wine store to sit-down restaurant	1. Provide 7 off-site spaces (agreement now terminated); 2. Signage; 3. Future Improvements
P-74-3537; 201 Main St.	Expansion of Walt's Wharf seafood restaurant & fish market	No conditions (Rationale not known)
P-78-3558; 207 Main St.	Construction of a 2nd story addition to a 1-story retail store	No conditions (Rationale not known)
P-74-3539; 207 Main St.	Construction of a 1-story commercial building, removal of utility building to construction 5 parking spaces (2 tandem)	No conditions (Rationale not known)
5-95-155; 210 Main St.	Expansion of an 840 sq. ft. sweet shop, selling items on a carry out basis, by 160 sq. ft. No sit down eating permitted.	No conditions (Grandfathered existing parking deficiency; resultant deficiency less than one space; heavy walk-in, as opposed to drive-in, traffic; no in-store dining; expansion needed to create handicap accessible bathroom)

5-99-331 (Makena Resources)

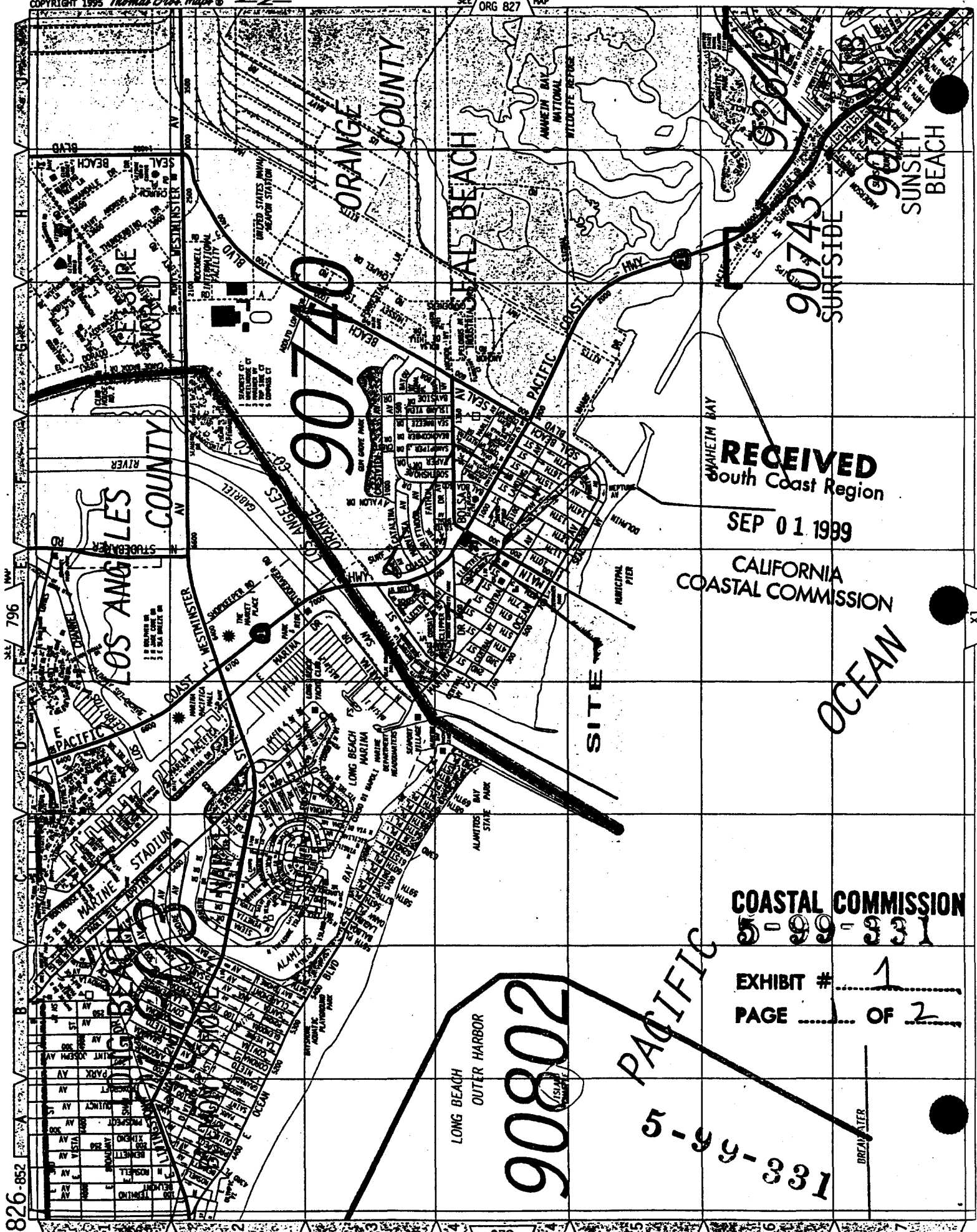
APPENDIX A
Selected Coastal Development Permits
Involving Parking on Main Street

Permit #; Address	Project Description	Special Conditions; Rationale
5-93-225; 212 Main St.	Convert an existing 5,674 sq. ft. building from Masonic Lodge to office/retail use	1. Revised Plans (remove kitchen) 2. Future Improvements (Project also deintensified use)
A-75-4788 215 Main St.	Add 125 sq. ft. to front of existing hardware store with 6 spaces	No conditions (Rationale not known)
P-78-3940; 216 Main St.	Convert retail to restaurant with 936 sq. ft. of dining area	DENIED; (Inadequate on-site parking, 16 space deficiency)
A-76-7933 218 Main St.	850 sq. ft. addition to existing 400 sq. ft. commercial building with 6 substandard tandem parking spaces	1. Prior to issuance of permit, applicant shall submit revised plans with a minimum of 5 parking spaces.
P-79-6092; 218 Main St.	Add 550 sq. ft. 2nd story to 1-story structure for use as office adjunct to existing retail use	1. Revised plans showing 6 on-site spaces (up to 3 tandem) 2. No further intensification of use unless entire development is made to comply with Commission parking standards 3. Deed restriction limited use of structure to office use
A-75-4569; 221 Main St.	Establish postal distribution substation. City to label curb for 4 short-term parking spaces. 1 employee space in rear.	No conditions (Rationale not known)
P-76-7170; 224 Main St.	Construct 2-story office building	No conditions (Rationale not known)
P-75-6596; 228 Main St.	2-story, 4-unit commercial building	1. Revised plans showing that either 3 additional on-site spaces are provided or the building area is reduced by approximately 650 sq. ft. to comply with Commission parking standards.
P-73-1915; 306 Main St.	Convert portion of building to 1,600 sq. ft. restaurant	No conditions (Rationale not known)
P-76-9716; 311 Main St.	Demolish storage sheds and convert existing commercial building to office/retail mall. 28 on-site parking spaces.	1. Submit signed/notarized statement agreeing to; (a) on-site parking will be made available to public when <u>any</u> use in project is closed; (b) no use will be permitted which increases on-site parking. 2. Signs will require separate permit.

5-99-331 (Makena Resources)

APPENDIX A
Selected Coastal Development Permits
Involving Parking on Main Street

Permit #; Address	Project Description	Special Conditions; Rationale
5-84-782; 320 Main St.	Construct 2-story, 5,320 sq. ft. commercial bldg. with 5 on-site parking spaces on vacant site.	1. (a) Provide on-site or off-site 24 spaces for exclusive use of development; (b) If 1(a) can't be fulfilled, applicant must submit revised plans reducing project 2. Record deed restriction for provision of 19 spaces at St. Ann's Church 3. Future Development
5-84-782-A1; 320 Main St.	Change Spec. Cond. 2 from deed restriction to recorded contract	Special Condition 2 changed; Special Conditions 1 and 3 unchanged.
5-84-782-A2; 320 Main St.	Allow restaurant as permitted use and add 7 off-site parking spaces at St. Ann's.	Changes: 1(a). Provide 31 spaces total 2. Record contract providing 26 spaces at St. Ann's Church
P-78-3918; 323 Main St.	Demolish existing drive-thru and construct 2-story commercial structure with 1,246 sq. ft. of retail use and 1,194 sq. ft. of office use with on-site parking.	1. Applicant to submit revised plans showing provision of one parking space per 225 sq. ft. of gross floor area of retail use, one space per 250 sq. ft. of gross floor area for office use; No tandem spaces allowed.
5-97-196 328 Main Street	Construct on a vacant lot a 7,635 square foot, 3 story building with 703 square feet of gross floor area of retail on the first floor, 1,804 square feet of gross floor area of office space on the third floor, balcony area, and 10 indoor parking spaces including a car lift	Revised plans limiting square footage, use of a parking management plan, implementation of a deed restriction regarding uses and future building enclosures
5-87-1011 330 - 332 Main Street	Demolish medical office and construct 2-story, 6,900 sq. ft. commercial building with 25 spaces	1. Deed restriction allowing 12 spaces of applicant's parking lot to be available for public use on weekends. 2. Future improvements.



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COASTAL COMMISSION

5-99-331

EXHIBIT # 1

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South Coast Region

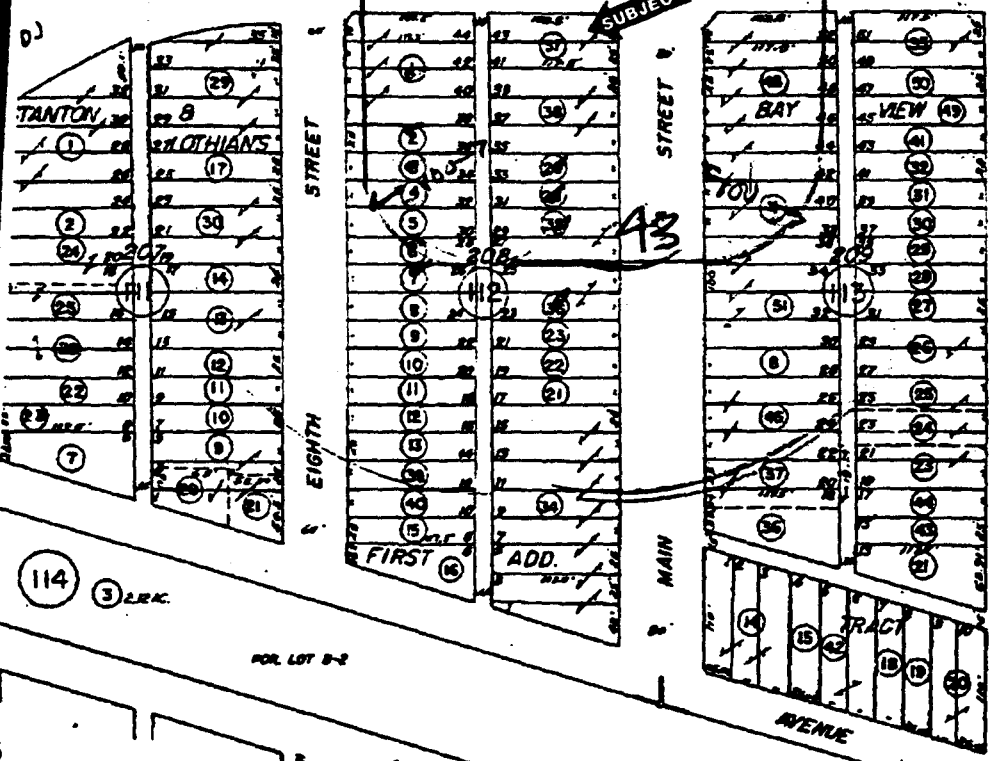
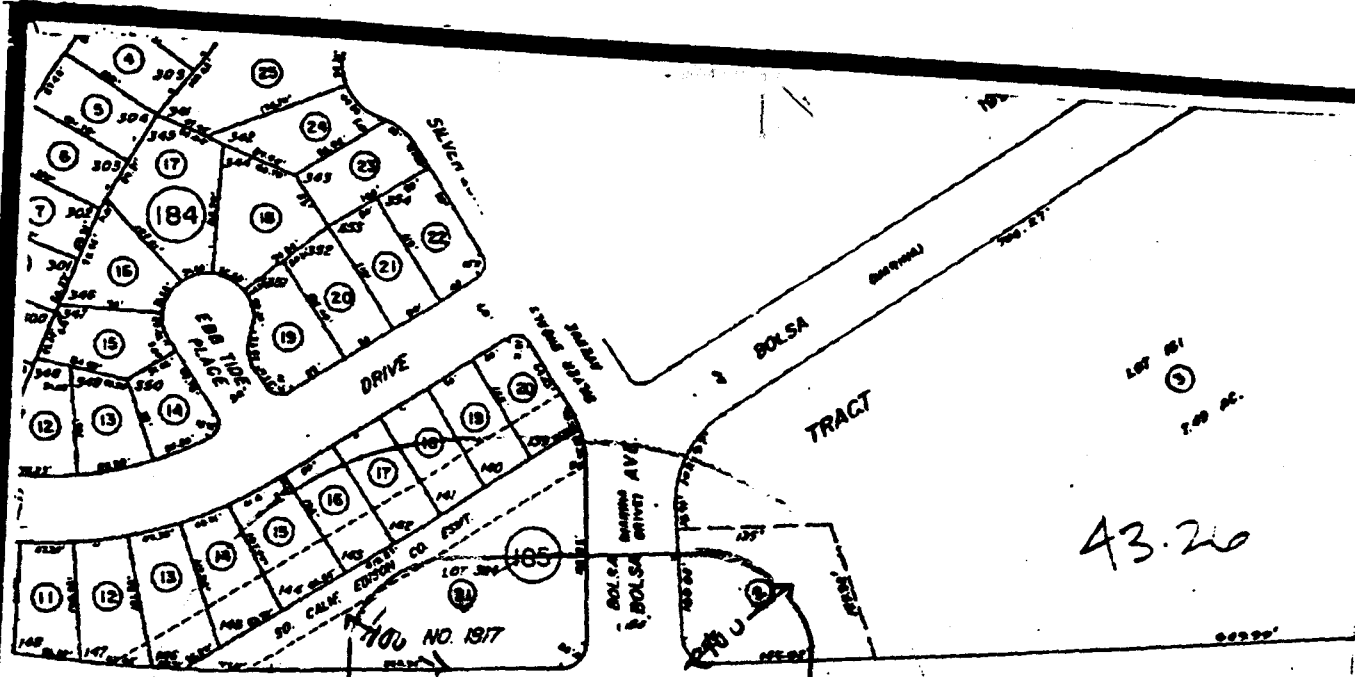
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OCEAN

LONG BEACH
OUTER HARBOR

DRAINAGE



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RANCHO LOS ALAMITOS
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NOTE - ASSESSOR'S BLOCK B
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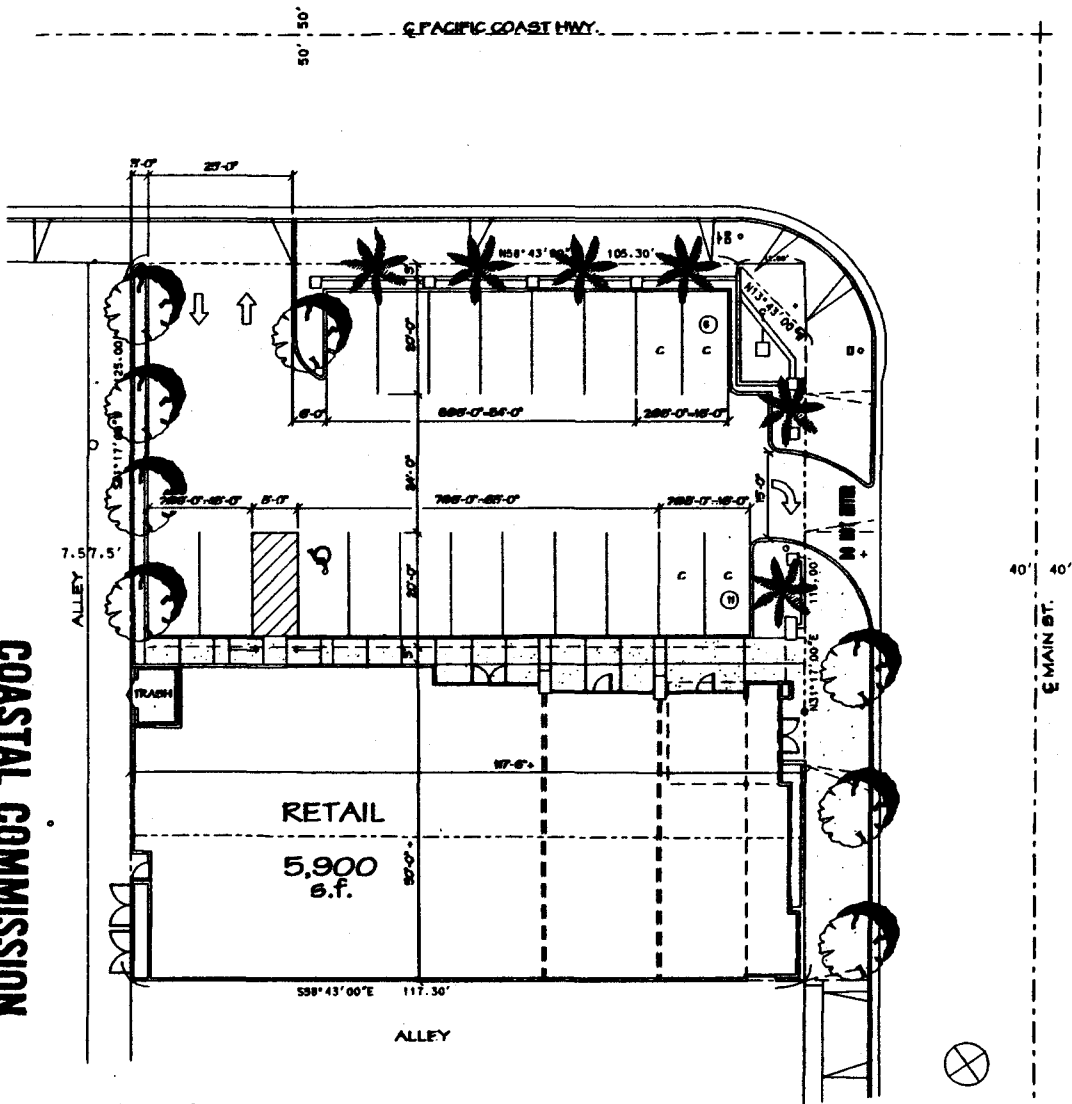
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 ASSESSOR'S MAP
 BOOK 43 PAGE 11
 COUNTY OF ORANGE

COASTAL COMMISSION
 5-99-331

188-66-9

EXHIBIT # 1
 PAGE 2 OF 2

Ownership Map



PROJECT DATA

SITE AREA:	14,657 S.F. (.34 AC.)
BUILDING AREA:	GENERAL RETAIL
BUILDING USE:	5,900 S.F.
AREA:	
PARKING REQUIRED:	
1 per 500 s.f. RETAIL AREA	12 STALLS
PARKING PROVIDED:	
STANDARD: @ 8'x20'	14 STALLS
COMPACT: @ 5'x17'	4 STALLS
H-CAP:	1 STALL
TOTAL:	19 STALLS

COASTAL COMMISSION
 5-99-331
 EXHIBIT # 2
 PAGE 1 OF 2

MAIN & COAST HWY PLAZA

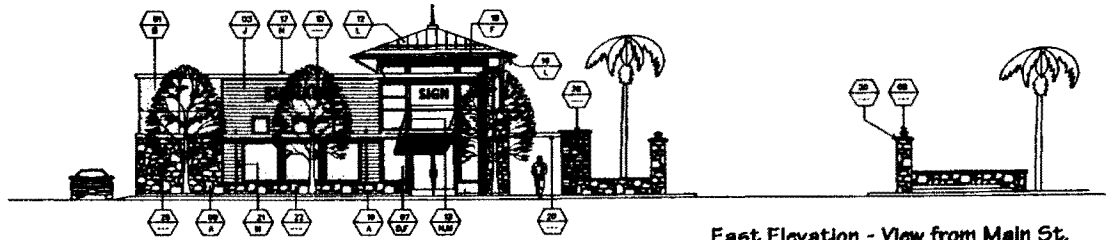
SW corner of Main St. & Pacific Coast Hwy, Seal Beach, CA
 Developed By: Makana Resources
 2212 Dupont Dr., Ste. T, Irvine, CA 92612

SITE PLAN scheme 12

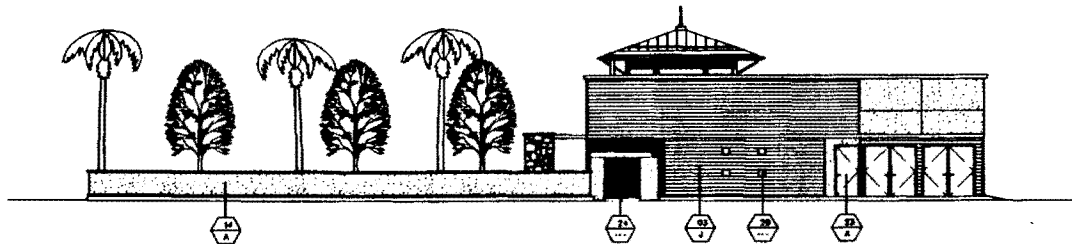
347 Main St.



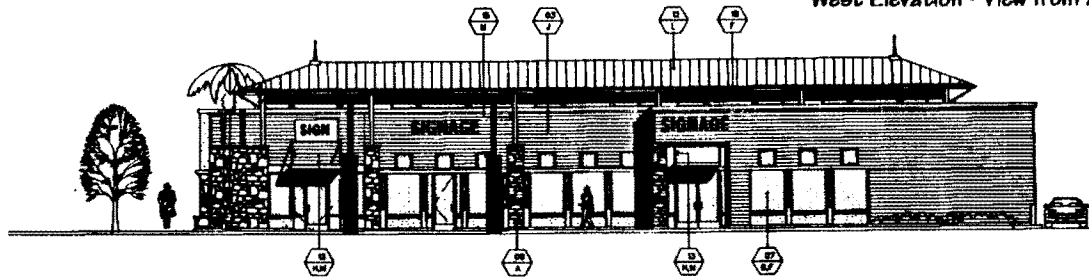
20000 IRVINE AVE. STE. /
 SANTA ANA HTS. CA 92707
 TEL 714.266.7070
 FAX 714.266.7070



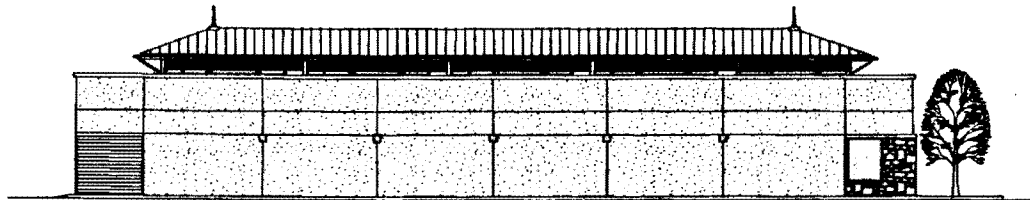
East Elevation - View from Main St.



West Elevation - View from Alley



North Elevation - View from PCH



South Elevation - View from Alley



MATERIAL

- 01 EXTERIOR PLASTER W/ LIGHT SAND FINISH
- 02 8" WIDE SHAPLAY WOOD SIDING - SEAL & PAINT
- 03 8" WIDE SHAPLAY WOOD SIDING - SEAL & PAINT
- 04 9/2" WIDE CORNER TRIM - SEAL & PAINT
- 05 12" X12" SLABS BLACK
- 06 PLASTER EXPANSION JOINT
- 07 FINISH-GLAZED ALUMINUM STOREFRONT & DOORS W/ TINTED GLASS
- 08 ACCENT LIGHT FIXTURE
- 09 STONE VENEER SILL - LEDGER STYLE - AT LOW WALLS W/ CAST CONCRETE TRIM OF CAP
- 10 SWIRL - TO BE SUBMITTED AS SEPARATE REVIEW
- 11 METAL BOWSPOUT
- 12 METAL ROOF - 1/2" STANDING SEAM, W/ INTERNAL GUTTER & LEAK
- 13 METAL CANOPY W/ 1" RISE ROD & TAPERABLE SUPPORTS
- 14 BRUSHED PLASTER ON GRS BLOCK LANDSCAPE WALL - WITH 1" CONCRETE CAP - SEE SITE PLAN
- 15 STEEL COLUMN
- 16 DOWNPOUT - METAL TO MATCH ROOF MATL
- 17 METAL COPING CAP - TO MATCH METAL ROOF MATERIAL
- 18 CLEANLINESS JOINTS TO ELIMINATE HOSE
- 19 LIP SILL - GALV/ LEADER STONE VENEER AND CONCR. CAP
- 20 CONCRETE CAP
- 21 SUPPORT ROD
- 22 RIBBED PLASTER
- 23 YELLOW METAL SOFFIT
- 24 TRUSS ENCLASURE
- 25 WOOD WELLIS - STAINED

FINISH

- A. CONCRETE STONE - Charbonny Brykred, Loggston
- B. FINISH PAINT - "OFFSH" "Shogun"
- C. FINISH PAINT - "OFFSH" "Logg"
- D. BRUSHED WOODER ALUMINUM
- E. SAND BOARD PAINT
- F. TINTED GLASS LOW EMISSION
- G. PPG "RECORD" PATTERN
- H. FACTORY FINISH TO MATCH METAL ROOF
- I. FINISH PAINT - "OFFSH" "Wanda Gray"
- J. GLASSIC STAIN
- K. FACTORY FINISH - DIPPOW
- L. POLISHED STAINLESS STEEL



Exterior Elevations



347 Main St.

22001 IRVING AVE. STE 1
 SAN ANTONIO, TX 78238
 TEL 714-888-7878
 FAX 714-888-7878

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MAIN & COAST HWY PLAZA

SW corner of Main St. & Pacific Coast Hwy, Seal Beach, CA
 Developed By: Makena Resources
 2212 Dupont Dr., Ste. T, Irvine, CA 92612

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October 22, 1999

Mr. Don Robertson
C/o Lobo Seal Beach Associates
2212 Dupont Drive
Suite "T"
Irvine, CA 92715

**SUBJECT: PARKING ANALYSIS FOR PACIFIC COAST HIGHWAY/MAIN
STREET RETAIL USE (CITY OF SEAL BEACH, CALIFORNIA)**

Dear Mr. Robertson:

Transmitted herein is an analysis of parking requirements for a proposed retail development in the City of Seal Beach, California.

Background

Lobo Seal Beach Associates, Irvine, California, has proposed to build a commercial/retail development on a 0.34 acre site on the southwest corner of Main Street and Pacific Coast Highway in the City of Seal Beach, California. A site plan for the proposed project was developed by the proponent's Architect, Bundy Finkel Architects, Santa Ana Heights, California. The site plan calls for a 5,900 square foot building and 19 marked spaces (including one handicapped parking space and 4 compact spaces). In addition, one new on-street parallel parking space is provided on Main Street immediately contiguous to the subject site. Access is provided via a two-way driveway on Pacific Coast Highway and a right turn out only driveway on Main Street. The proposed tenants are not identified, other than as "retail commercial."

The City of Seal Beach has approved the proposed project with the building size, use, and parking spaces specified on the site plan. The site is located within the City's "Commercial Core" and under the City's *Specific Plan for Main Street*, adopted January 1976, and updated July 1996. Under the Specific Plan one space per 500 square feet of gross building floor area is required for the proposed project (or 12 spaces). The proposed use falls under the City category of "retail stores." It is important to note that the one space per 500 square feet of gross building floor area for retail stores in the Main Street Specific Plan area was determined to be appropriate based on a comprehensive 1994 parking and traffic study by Linscott, Law & Greenspan.

The California Coastal Commission staff, upon its review of the subject project, has indicated that, per the *Regional Interpretive Guidelines* for Orange County, the subject project requires an off-street parking ratio of one space per 225 square feet of gross building floor area for the Coastal Commission category of "general retail."

Using the parking criteria of the Coastal Commission, the proposed project would be required to provide 26 parking spaces, or 2.2 times the amount required by the City of Seal Beach.

Use & Site Specific Factors

The wide discrepancy between the City of Seal Beach's requirements for parking and the *Regional Interpretive Guidelines* for Orange County suggests that a compromise must be developed.

Consideration should be given to the following:

- 1) Due to economic considerations and seasonal variations, parking provisions in Southern California beach communities are typically overextended during summer months, and underutilized during winter months. This is the case in Seal Beach.
- 2) It is noteworthy that the parking requirements set forth in the *Regional Interpretive Guidelines* for Orange County, are based on the goal of preserving beach access. Since parking demand at Southern California beaches often exceeds parking supply, off-street parking requirements for properties contiguous to or near points of public beach access must be kept high to prevent an exacerbation of parking shortages.
- 3) The subject project site, while within a "beach community," is actually around 2,000 feet away from the nearest point of beach access (at the Seal Beach Pier). Thus, it is highly unlikely that parking demands in the immediate area around the subject site are generated primarily by beach going traffic. Rather, the parking and traffic characteristics of Main Street Seal Beach are a mixture of commercial, recreational, tourist-oriented, and neighborhood residential uses within a beach community atmosphere.
- 4) The City of Seal Beach's code requirement of one space per 500 gross square feet of retail building is based on a comprehensive parking and traffic study commissioned specifically for the Main Street area.
- 5) When applied to the subject project, the City code requires 12 parking spaces be provided. However, the project proponent has provided 19 spaces - 7 more than is required (or nearly 60% more than the City's requirement).
- 6) The City of Seal Beach's jurisdictional rights to determine the adequacy of parking provided by the project proponent (i.e., project has City approval with 19 parking spaces).
- 7) Per the Coastal Commission's parking standard, the proposed project is 7 short of the required 26 parking spaces.

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- 8) By eliminating an existing driveway on Main Street, the proposed project will also create one new on-street parking space (i.e., a space that does not currently exist).
- 9) Public on-street parking is readily available within easy walking distance of the project site along Main Street and Pacific Coast Highway. A total of 10 on-street public parking spaces are available within 150 feet of the project site, including one new on-street parking space provide by the proposed project.
- 10) Per the Institute of Transportation Engineer's (ITE) *Parking Generation* manual, 2nd Edition, a retail use (Land Use category 820-828) will generate a peak weekday parking demand for 3.23 parking spaces per 1,000 square feet of gross leasable floor area. With a correlation coefficient (R^2) of 0.939, the confidence factor in applying this parking rate is very high.
- 11) Applying the ITE parking generation rate of 3.23 parking spaces to the 5,900 square foot subject project yields a peak demand of 19 parking spaces – exactly the number of spaces provided by the project.

Conclusions

Based on the information provided by the project proponent, the City of Seal Beach, the Coastal Commission, and our independent investigation into the subject matter, the following conclusions are reached:

- 1) While the City's parking code requirement of 1 space per 500 square feet of retail use may seem "overly generous," the Coastal Commission's requirement of 1 space per 225 square feet of retail use appears "excessively stringent."
- 2) Based on standardized ITE parking generation rates for retail commercial uses, the proposed project will generate a peak parking demand for 19 parking spaces.
- 3) Since 19 off-street parking spaces will be provided, the proposed project should be sufficiently parked under normal operating conditions, even during peak periods of parking demand.
- 4) Since the proposed project will provide 7 more parking spaces than is required by City code, but is, at the same time, 7 short of meeting Coastal Commission requirements, the 19 spaces provide by the proposed project represents an "equally balanced" parking provision between a "parking surplus" (City code) and a "parking shortage" (Coastal Commission requirement).

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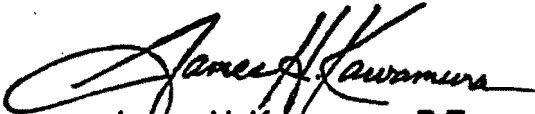
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In Closing

If there are any questions regarding our findings or conclusions, please do not hesitate to call at your convenience.

Sincerely yours,

KHR Associates



James H. Kawamura, P.E.
President



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INTRODUCTION

OBJECTIVES OF THE REPORT

The primary objective of this report is to provide a comprehensive source of parking occupancy rates for land uses and building types. Updated editions of this report will be periodically published to include analyses of additional land uses and building types.

CHANGES IN THE SECOND EDITION

This edition of *Parking Generation* contains considerably more data than the previous edition. Data from more than 650 new parking generation studies have been added for a total data base of nearly 1460 individual parking generation studies. Data for the following land uses are now available:

- Land Use: 021—Commercial Airport
- Land Use: 150—Warehousing
- Land Use: 311—Convention hotel
- Land Use: 312—Non-Convention hotel
- Land Use: 321—Motel with restaurant/lounge
- Land Use: 322—Motel without restaurant/lounge
- Land Use: 480—Amusement Park
- Land Use: 780—Research Center
- Land Use: 851—Convenience Market

Other changes in the Second Edition are as follows:

- Graphic presentations of parking generation data by land use are provided.
- Standard deviations, correlation coefficients, and regression equations are provided.
- Sources of parking generation studies are provided in a source list at the end of the document, sorted by land use code.
- Additional descriptive material and characteristics of land uses are provided.
- Some land use codes have been renumbered so that the numbering system is consistent with that used in ITE's *Trip Generation*.

USE OF THE PARKING GENERATION REPORT

Parking generation data have been included for 64 land uses. In some cases, only limited data have been obtained to date, and thus, may not accurately reflect the true characteristics of a particular land use or building type.

Variations exist in parking generation characteristics for the same building classifications or land uses. These will be further identified in future editions of this report. Because of these variations, sample size, and special characteristics of a site being analyzed, extreme care must be exercised in the use of this data. *Users of this report should exercise extreme caution when utilizing data that is based on a small number of studies.*

The analyst should also use discretion when studying a multi-use project. For more details, refer to the section in this report on multi-use projects.

A vast majority of the data included in this report is derived from suburban developments with little or no significant transit ridership. At specific sites, the user may consider modifying the parking generation rates presented in this report because of location (central city, suburban, rural), public transportation service, ride-sharing, proximity to other developments which may reduce parking generated, either through walking or combined trips, or of special characteristics of the site or surrounding area. Local data should be collected for comparison when considering use of the data in this report.

Graphic presentations and regression equations of parking generation data have been provided as a new feature of this edition. Plots have been included for most relationships having more than two data points.

INSTRUCTIONS

Choice of Generation Rate

Rate tables in this report provide average parking occupancy rates for weekdays, Saturdays, and Sundays and include average, maximum, and minimum rates for the range of studies included for each land use. The minimum and maximum rates are provided only to show the full range of the data. An approximation of the standard deviation and R^2 for the average rates are provided along with a plot of the actual measured parking occupancies from each study versus the size of the independent variable.

Choice of Independent Variable

Parking occupancy rates for most land use types or building types have been provided for more than one independent variable. The choice of independent

dent variable can be one of the most important decisions in making the parking generation calculation. Sometimes there is no choice because the only information known may be the size of the site or the building. Correlation coefficients between the average weekday rates and various independent variables are provided with the trip rate tables. The first step in selecting an independent variable is to choose the variables with the best correlation. However, it is also important to check the sample size for each given independent variable. In the case of two variables with similar correlation coefficients, one should then choose the variable with the larger sample size.

Data Analysis

The following three tools are provided to give the user an approximation of the variance of the data.

- A plot of the actual parking occupancies versus the size of the independent variable for each study. THE NUMBERS REPRESENTED ON THE PLOTS ARE NOT PARKING OCCUPANCY RATES. THEY ARE ACTUAL PARKING OCCUPANCIES plotted against an independent variable. The user will achieve slightly different results when using rates versus plots.
- The standard deviation for the average parking occupancy rate representing:
 1. The difference between studies or data sets.
 2. The difference between generating units within a study or data set.
- Regression equations of parking occupancies related to the appropriate independent variable, the R^2 , and a plot of the calculated parking occupancies versus the size of the independent variable.

DEFINITION OF TERMS

The following definitions of terms are presented to clarify the terminology used throughout the text and tables:

Correlation Coefficient (R): A measure of the degree of linear association between two variables. The correlation coefficient indicates the degree to which the modal estimated values account for the deviations in the individual observed values of the dependent variable from their mean value. Numerical magnitudes for "least squares" models range from -1 to +1 with larger absolute values representing higher degrees of linear association.

R-squared (R^2): Is a measure of the proportion of total variation between two variables.

Gross Leasable Area (GLA): The total building area designed for tenant occupancy and exclusive use,

including any basements, mezzanines, or upper floors, expressed in square feet and measured from the centerline of joint partitions and from outside wall faces.

Gross leasable area is that area for which tenants pay rent; it is the area that produces income. GLA lends itself readily to measurement and comparison. Because of this feature, GLA has been adopted by the shopping center industry as its standard for statistical comparison.

Independent Variable: A physical, measurable, and predictable unit quantifying the study site or generator, i.e. building area, employees, seats, acres, dwelling units, etc.

Office Building Size: The gross area of the entire building is the sum of the areas at each floor level, including cellars, basements, mezzanines, penthouses, corridors, lobbies, stores, offices, included within the principal outside faces of exterior walls, not including architectural setbacks or projections. Included are all stories or areas that have floor surfaces with clear standing head room (6 feet 6 inches minimum) regardless of their use. Where a ground level area, or part thereof, within the principal outside faces of the exterior walls is left unenclosed, the gross area of the unenclosed portion is to be considered as a part of the overall square footage of the building. All unroofed areas and unenclosed roofed-over spaces, except as defined above, are to be excluded from the area calculations.

For purposes of the parking generation calculations, the gross area of any parking garages within the building shall not be included within the gross area of the entire building. The gross area of the entire building shall be referred to as the gross square feet building area.

Parking Generation Rate: The number of occupied parking spaces per one unit of independent variable (i.e., per employee). This number is an average, not a weighted average.

Peak Parking Occupancy: The number of occupied parking spaces during the time of peak usage of a land use.

Regression Equation: An expression of the optimal mathematical relationship between two or more related items (variables) according to a specified criterion. If the variables are related linearly, the equation will be in the following format: $P = a + bX$. In a non-linear relationship, the equation will have a different type of format.

The objective in developing the relationship between X (Independent variable) and P (dependent variable) is to determine values of the parameters "a" and "b" so that the expected error involved in estimating

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the dependent variable given estimates of the independent variable will be minimum.

In this report, P is the dependent variable, number of occupied parking spaces, and X is the independent variable, such as floor area, or number of employees.

Shopping Center Size: The unit of measure for all shopping centers and other retailing of goods and apparel (land use codes 810 to 828, 850 to 890) shall be gross leasable area.

DATA LIMITATIONS

As indicated in the land use descriptions, the data presented have limitations. The basic limitation, and a reason for variation in rates, is the sample size of counts at some generators. Additional data are needed for some generators to more accurately predict the peak hour parking demand.

Another reason for such variation is the time of year that parking studies were conducted. Daily and seasonal variations exist for many generators. Not all of the data in this report have been collected during seasonal peak periods, "design days," or even average days.

Variations may also exist because of the geographic location of the generator studied, either within the United States or Canada, or a metropolitan area. These locations have been identified in the data sets, but no separate analyses have been made to determine if a difference exists because of location.

MULTI-USE PROJECTS

There is a great deal of concern about the parking generation characteristics of multi-use projects. Specifically, questions have been raised about whether the parking generation characteristics of multi-use projects are the same as for the single-use projects that compose the project. It appears reasonable to assume that multi-use projects would potentially demand fewer parking spaces, because of the internal matching of trip ends within the project. In addition, one trip to a multi-use project could satisfy a number of trip purposes at the same time.

For purposes of parking generation analyses, a multi-use project would contain two or more land uses or building types that each attract people from outside the project, share parking facilities and driveways, and include uninterrupted pedestrian connections. This definition is somewhat different than the commonly accepted definition of a mixed-use develop-

ment, as stated previously, because the practitioner would be interested in defining the inter-relationships between the two or more uses sharing the same driveways.

Central business districts (downtowns) are, in fact, examples of extensive multi-use developments, and can provide a model for smaller multi-use project parking generation characteristics. For example, downtown areas typically have a mixture of very diverse uses (retail, residential, commercial, recreation, and lodging). The high intensity and close proximity of these uses are unique. Extensive pedestrian interaction occurs between these different uses, because of the scale of the downtown area, the ease of access, and the proximity of the uses. Some downtown areas have excellent transit service, which often results in a higher percentage of all person trips arriving by transit. In addition, auto occupancy, particularly during the peak commute hours, is usually higher in a central business district than it is in an outlying area. For these reasons, parking generation characteristics in a downtown environment are different than those outside of a central business district. Parking generation rates indicated herein are from outside the downtown. Parking generation rates in the central business district are normally lower than those in suburban areas.

Shopping centers are also multi-use projects which are treated as individual projects. For parking generation purposes, a shopping center should be treated as an individual project when all of its uses are retail in nature, such as convenience and comparison retail goods, stores, restaurants, theaters, and banking institutions. The reason for this distinction is that this is the historic makeup of shopping centers and the parking generation rate data reflects these uses. However, the addition of substantial office space or a hotel or motel (with or without convention facilities) to a shopping center should then constitute a multi-use project.

Office buildings with support retail or restaurant facilities and services contained inside the building should not be treated as a multi-use project because the data for general office buildings also contain these uses. However, a development with an office building, a free-standing restaurant and/or free-standing retail facilities should be treated as a multi-use project.

If a building or project contains uses that do not attract people from outside but are entirely supportive of the people within the project then those uses would not be considered within the definition of a multi-use project.

A report published by the Urban Land Institute, *Shared Parking*, addresses multi-use parking generation characteristics. This document contains data

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on the effect of the captive market. Table 1 summarizes Exhibit 23 from *Shared Parking*, indicating the percentage of employees who were measured to also be patrons in the same or nearby development.

This report also indicates a strong linkage between hotel guests and nearby restaurants or retail uses. In one survey of eight hotels, 73 to 100 percent of the guests indicated that they were also patrons at

retail establishments and/or restaurants. This appears to be consistent for both downtown and suburban hotels.

¹Urban Land Institute, *Dollars and Cents of Shopping Centers: 1994*.

²Institute of Real Estate Management of the National Association of Realtors, *Income/Expense Analysis, Office Buildings, Downtown, and Suburban, 1985*.

³Urban Land Institute, *Shared Parking, 1983*.

TABLE 1

EFFECTS OF CAPTIVE MARKET—

PERCENTAGE OF EMPLOYEES WHO ARE ALSO PATRONS IN SAME OR NEARBY DEVELOPMENT

	CBD SITE		NON-CBD SITE	
	AVERAGE	RANGE	AVERAGE	RANGE
SINGLE-USE SITES	29	0-78	19	0-78
MIXED-USE SITES	61	22-85	28	0-83
ALL SITES	43	0-85	24	0-83

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LAND USES: 820-828 SHOPPING CENTER

- 820—Less Than 50,000 Gross Square Feet Leasable Area
- 821—50,000-99,999 Gross Square Feet Leasable Area
- 822—100,000-199,999 Gross Square Feet Leasable Area
- 823—200,000-299,999 Gross Square Feet Leasable Area
- 824—300,000-399,999 Gross Square Feet Leasable Area
- 825—400,000-499,999 Gross Square Feet Leasable Area
- 826—500,000-999,999 Gross Square Feet Leasable Area
- 827—1,000,000-1,250,000 Gross Square Feet Leasable Area
- 828—Greater Than 1,250,000 Gross Square Feet Leasable Area

DESCRIPTION

A shopping center is an integrated group of commercial establishments which is planned, developed, owned, and managed as a unit. It is related to its market area in terms of size, location, and type of store. Off-site parking facilities are provided.

Nearly all of the facilities surveyed were located in suburban areas. Many were served by transit. The shopping centers surveyed range in size from 10,479 to 1,858,000 square feet gross leasable area.

PARKING CHARACTERISTICS AND DATA LIMITATIONS

Much of the data contained herein is for average business periods. Shopping center parking is usually designed to accommodate peak season demand rather than average demand. Hence, the data contained in this report should not be used to determine design day shopping center parking supply.

Peak parking occurred during the mid-day hours for shopping centers smaller than 50,000 square feet, and during the lunchtime and late afternoon and early evening hours for shopping centers between 50,000 and 99,999 square feet.

It would be desirable to obtain additional data in order to better determine the peak rates.

SHOPPING CENTER (820-828)

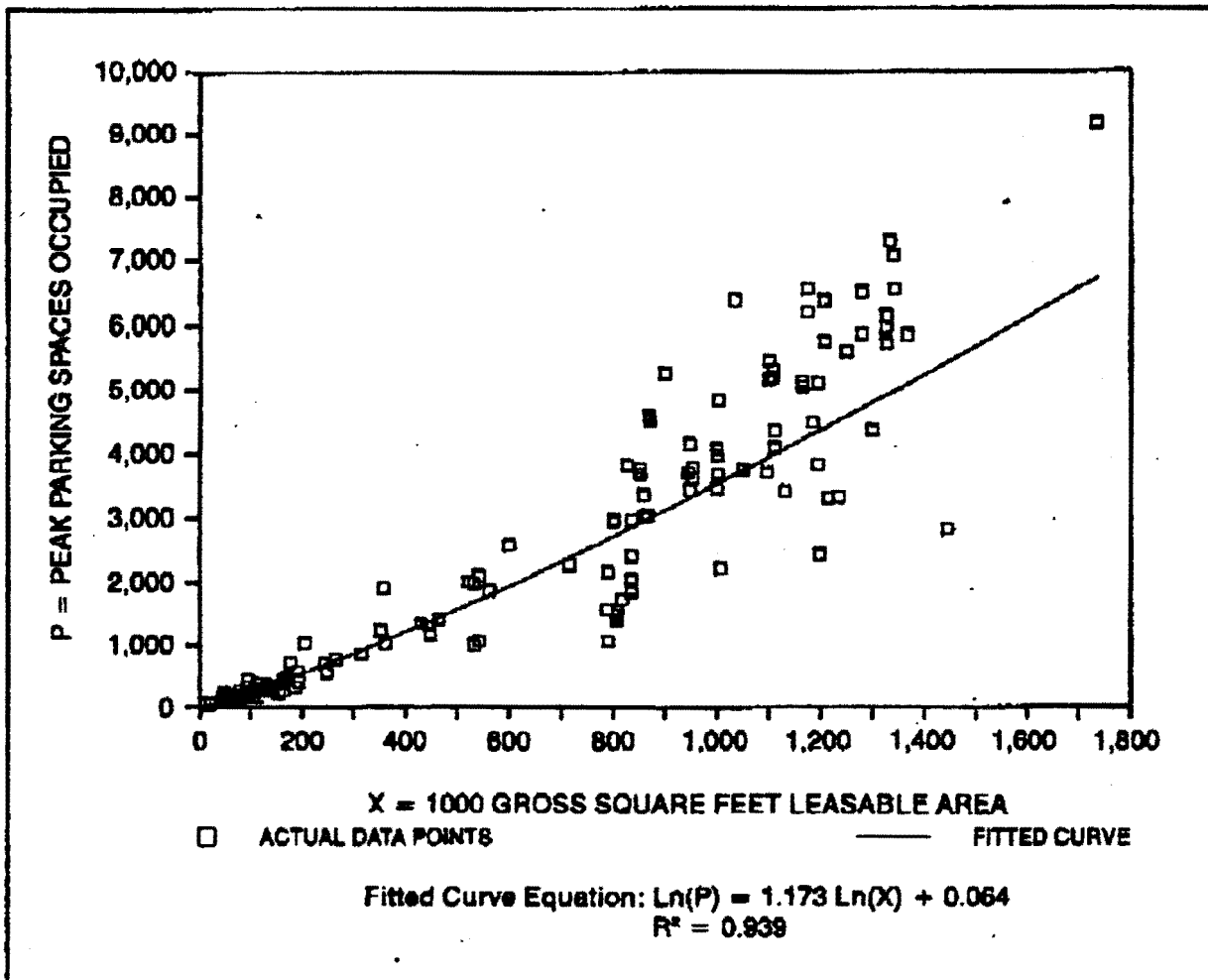
Peak Parking Spaces Occupied vs: 1,000 GROSS SQUARE FEET LEASABLE AREA

On a: WEEKDAY

PARKING GENERATION RATES

Average Rate	Range of Rates	Standard Deviation	Number of Studies	Average 1,000 Square Feet GLA
3.23	1.02-6.17	1.20	141	635

DATA PLOT AND EQUATION



Parking Generation, August 1987/Institute of Transportation Engineers

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