

**CALIFORNIA COASTAL COMMISSION**

South Coast Area Office  
200 Oceangate, Suite 1000  
Long Beach, CA 90802-4302  
(562) 590-5071

**Th 6 b**

December 18, 2003



**TO:** Commissioners and Interested Parties

**FROM:** Deborah Lee, Senior Deputy Director  
Teresa Henry, District Manager, South Coast District  
Melissa Stickney, Coastal Program Analyst

**SUBJECT:** Major Amendment Request No. 2-2003 to the City of Hermosa Beach certified Land Use Plan for action by the Commission. The City's Land Use Plan was certified in August 1981. The proposed Land Use Plan amendment will modify the City's parking and access policies to encourage new sources of parking and parking strategies, remove the downtown commercial development cap and reduce the parking requirement for office and retail uses.

**SUMMARY OF REQUEST AND STAFF RECOMMENDATION**

The City of Hermosa Beach requests the Commission to certify an amendment to the Certified Land Use Plan. The purpose of the amendment is to update the existing policies and programs regarding downtown parking to eliminate text regarding exceptions to parking requirements that applied in the "downtown" district<sup>1</sup>, which are no longer valid because they were subject to a cap of 96,250 square feet of new development, which has been reached. However, the amendment would re-affirm the City's ability to grant certain other types of exceptions and re-establish its ability to grant the types of exceptions that were previously subject to this cap. Moreover, the new language provides for a new, broader authority, with no specific limits on the types of exceptions that can be granted or on the amount of development to which such exceptions could be applied. An associated ordinance that is not part of the LUP would constrain how the City could apply one exception - the reduction in the parking requirement for office and retail uses in the downtown to encourage these uses in order to reduce the imbalance of uses downtown (restaurants currently represent about half of retail uses in downtown). The City asserts that these reductions can be accommodated because of the lower parking demand experienced in the downtown during daytime hours. However, the City is not proposing to include that ordinance as part of the LUP.

Staff recommends the Commission deny the request to amend the Land Use Plan, as submitted, and certify the requested LUP amendment with suggested modifications necessary to bring the amended LUP into conformity with the public access provisions of the Coastal Act.

The City's LUP submittal would allow new retail and office development in the downtown area, including intensification of existing uses, with a reduction in the amount of required

<sup>1</sup> New development, including remodeling of 10,000 square feet or less were required to provide no additional parking; commercial development of more than 10,000 square feet was required to provide parking at 65% of the standard applied elsewhere in the City. These reductions applied until the City approved 96,250 square feet of new development or intensification. This cap has been reached, and currently there is no difference between parking standards applied in the downtown and those elsewhere in the City. The City wishes to remove this inapplicable policy.

off-street parking for those uses from 4 to 3 spaces per 1000 square feet. Although restaurant and entertainment uses would be required to provide parking to City-wide standards, with reduced "grandfathering" of smaller, non-conforming structures, the City would allow an unlimited amount of retail and office space to be developed with a reduced parking requirement. While a reduced parking rate for retail and office uses may help balance the parking demand in the evening when the City's parking demand is greatest, it is not clear what the cumulative impacts would be on summer daytime beach access parking. The staff recommends the Commission approve removing the expired reduced parking program; and approve the new program with a three-year time limit, at which time the City would need to apply for an amendment to extend the program. If only minimal development occurs within the three years, the Executive Director could extend the program for a year without processing an LUP amendment. Staff also recommends that the City track the collection of in-lieu fees, an existing program for no more than 100 parking spaces that the City does not propose to change in this request, and report the number of fees collected to the Commission.

### **BACKGROUND OF LAND USE PLAN**

The Commission conditionally certified the Land Use Plan on August 19, 1981. The City of Hermosa Beach Land Use Plan (LUP) was effectively certified on April 21, 1982. The City does not have a certified Implementation Program.

The Commission has certified five amendments to the LUP between 1984 and 1994. In October 1984, the Commission certified LUPA 1-84, which changed the height limit on a parcel of land (Biltmore site) from 45 feet to 54 feet. In February 1986, the Commission certified LUPA 1-85, which changed land use of .87 acres of a 5-acre elementary school site from open space to high-density residential. In March 1991, the Commission certified LUPA 1-90 which redesignated the property commonly know as the "Biltmore Site" from Hotel use to Residential/Commercial use and redesignated a second parcel (Parking Lot C) to General Commercial (for public parking purposes), on the east side of The Strand, between 14<sup>th</sup> and 15<sup>th</sup> Street. In May 1993, the Commission certified LUPA 1-93, which redesignated a portion (Biltmore Site) of the Specific Plan Area from a mixed commercial/residential use to Open Space. Finally, In October 1994, the Commission certified LUPA 1-94, which reduced the parking requirement for the downtown Commercial District.

The City forwarded its resolution submitting the LUPA on October 27, 2003, to the California Coastal Commission.

### **PUBLIC PARTICIPATION**

Section 30503 of the Coastal Act requires public input in Local Coastal Program development Section 30503 states:

*During the preparation, approval, certification, and amendment of any local coastal program, the public, as well as all affected governmental agencies, including special districts, shall be provided maximum opportunities to participate. Prior to submission of a local coastal program for approval, local governments shall hold a public hearing or hearings on that portion of the program which has not been subjected to public hearings within four years of such submission.*

The City of Hermosa Beach Planning Commission held a public hearing on February 18, 2003. The City Council held a public hearing on February 25, 2003.

### **STANDARD OF REVIEW**

The standard of review for the proposed LUP amendment, pursuant to Sections 30512 and 30512.2 of the Coastal Act, is that the proposed amendment conforms to the requirements of the policies of Chapter 3 (commencing with Section 30200) as necessary to achieve the goals specified in Section 30001.5.

### **ADDITIONAL INFORMATION**

Copies of the City's submittal are available at the South Coast District office located in the ARCO Center Towers, 200 Oceangate, Suite 1000, Long Beach, 90802. For additional information, contact Melissa Stickney in the Long Beach Office at (562) 590-5071.

TABLE OF CONTENTS

I.	LUP Denial as Submitted	
	A. Motion I	5
	B. Staff Recommendation	5
	C. Resolution	5
II.	Approval of LUPA with Suggested Modifications	
	A. Motion II	5
	B. Staff Recommendation	5-6
	C. Resolution	6
III.	Suggested Modifications for LUPA	6-9
IV.	Findings for Denial of LUPA	
	A. Amendment Description and Background	10
	B. Public Access	10-14
V.	Findings For Certification of LUPA if Modified	
	A. Public Access	14-18
	B. California Environmental Quality Act	18

**LIST OF ATTACHMENTS AND EXHIBITS**

- Attachment A – City's proposed zoning ordinance
1. City submittal
  2. City Council Resolution
  3. Downtown Commercial District Area
  4. Coastal Zone Boundary Map
  5. Vicinity Map

**I. DENIAL OF LUPA AS SUBMITTED**

**Staff Recommendation**

Staff recommends that the Commission make the following motion and vote as specified, and thereby adopt the following resolution

**A. DENIAL OF THE AMENDMENT TO THE CERTIFIED LAND USE PLAN AS SUBMITTED**

**MOTION I:**            *I move that the Commission certify the Land Use Plan Amendment 2-2003 as submitted by the City of Hermosa Beach.*

**STAFF RECOMMENDATION OF DENIAL:**

Staff recommends a NO vote. Failure of this motion will result in denial of the land use plan as submitted and adoption of the following resolution. The motion to certify as submitted passes only upon an affirmative vote of a majority of the appointed Commissioners.

**RESOLUTION TO DENY CERTIFICATION OF THE LAND USE PLAN AS SUBMITTED:**

The Commission hereby denies certification of the amendment to the Land Use Plan 2-2003 submitted for the City of Hermosa Beach and adopts the findings set forth below on grounds that the land use plan as submitted does not meet the requirements of and is not in conformity with the policies of Chapter 3 of the Coastal Act. Certification of the land use plan would not meet the requirements of the California Environmental Quality Act, as there are feasible alternatives and mitigation measures that would substantially lessen the significant adverse impacts on the environment that will result from certification of the land use plan as submitted.

**II. CERTIFICATION WITH SUGGESTED MODIFICATIONS**

**Staff Recommendation**

Staff recommends adoption of the following motion and resolution

**MOTION II:**    *I move that the Commission certify the Amendment 2-2003 to the Land Use Plan portion of the City of Hermosa Beach Local Coastal Program if modified as suggested in this staff report.*

**STAFF RECOMMENDATION TO CERTIFY IF MODIFIED:**

Staff recommends a **YES** vote. Passage of this motion will result in certification of the amended land use plan with suggested modifications and adoption of the following resolution and findings. The motion to certify with suggested modifications passes only upon an affirmative vote of a majority of the appointed Commissioners.

**RESOLUTION TO CERTIFY THE LAND USE PLAN WITH SUGGESTED MODIFICATIONS:**

The Commission hereby certifies the Land Use Plan Amendment 2-2003 for the City of Hermosa Beach, if modified as suggested, and adopts the findings set forth below on grounds that the land use plan amendment with the suggested modifications will meet the requirements of and be in conformity with the policies of Chapter 3 of the Coastal Act. Certification of the land use plan if modified as suggested complies with the California Environmental Quality Act because either 1) feasible mitigation measures and/or alternatives have been incorporated to substantially lessen any significant adverse effects of the plan on the environment, or 2) there are no further feasible alternatives and mitigation measures that would substantially lessen any significant adverse impacts on the environment that will result from certification of the land use plan if modified.

**III. SUGGESTED MODIFICATIONS FOR LUPA**

The Commission hereby suggests the following changes to the City of Hermosa Beach LCP amendment, which are necessary to ensure that the amended LUP meets the requirements of, and is in conformity with, the policies of Chapter 3 (commencing with Section 30200) of the California Coastal Act. If the City Council of Hermosa Beach adopts and transmits its revisions to the LUP amendment by formal resolution in conformity with the suggested modifications within six months of this Commission action, then the Executive Director shall so notify the Commission along with a finding that the City Council's resolution conforms with the Commission's suggested modifications. If the Commission concurs with the Executive Director's conclusion the LUP amendment will become effective. The resolution shall include the following:

1. Necessary language includes a statement that the Land Use Plan Amendment is intended to be carried out in a manner fully in conformity with the Coastal Act and when the Council intends the LUP Amendment to take effect pursuant to Coastal Act Sections 30510(a) and California Code of Regulations Sections 13518(a) and (b), and 13551(a) and (b).
2. The new resolution shall also re-adopt the LUP Amendment with the suggested modifications.

In the following suggested modifications, Modifications No.s 1 through 4 include both the City's proposed changes and the Commission's suggested modifications to the City's

proposal. The Commission's suggested additions are indicated by double underline and suggested deletions are indicated by double ~~strike-out~~. The City's proposed changes to the LUP policies and programs, as submitted by the City, are provided to the Commission in bold ~~strikeout~~ and bold underline. Modification No. 5 is solely a Commission suggested modification.

Certification of the Land Use Plan amendment is subject to the following Suggested Modifications:

Beginning on Section III. Parking and Access Summary, the City shall revise the parking and access programs relating to downtown parking as follows:

Modification No. 1, Page 1 of City's submitted document "*Draft Amendments to the Certified Coastal L.U.P. Regarding Downtown Parking*", first "policy" listed on the page.

Policy: The City shall establish parking requirements in the Downtown Enhancement District (DED) ~~identical~~ similar to the requirements set forth in other areas of the City's coastal zone. However in recognition of the unique parking needs and constraints in the downtown district, the City may explore the creation of and grant exceptions to the parking requirements **such as, but not limited to, in-lieu fee programs, parking plans, the creation of remote parking lots with shuttle connections, reduced parking requirements for office and retail uses to recognize the lower parking demand experienced in the downtown during daytime hours, or shared parking programs,** provided that any such exceptions are consistent with the public access provisions of the Coastal Act. In carrying out any such program, the City shall assure that there is parking available within the DED to support beach access and the proposed development. This LUP Amendment approves a reduced parking program for retail and office uses that is in substantial conformance with Attachment A, below.

The City's ability to grant exceptions that authorize reduced parking for office and retail uses in order to reduce the imbalance of uses downtown shall remain in effect for three (3) years from the date of certification of the amendment. If the City wishes to continue the use of the reduced parking program, the City shall return to the Commission with a LUP amendment request that includes a parking analysis for the DED. The parking analysis submitted with the amendment request shall include a current parking analysis that addresses cumulative public access impacts of the reduced parking rate. The analysis shall include but not be limited to impacts of office use parking demand, of the demolition of existing commercial development and of the construction of more intense retail or office uses on summer day-time beach parking. Using the provisions of this program, if fewer than 15,000 square feet of retail or office space has been approved under this reduced parking program at least two years into the program, the City may submit a request for a one-year extension for review and approval by the Executive Director. ~~for new buildings, expansions, and/or intensification of uses within the downtown district if the City can assure that there is parking available within the DED to support beach access and the proposed development. The City may~~

~~approve exceptions for commercial development up to 96,250 square feet if the findings outlined below are made. After 96,250 square feet of new commercial development has received Coastal Development Permits (CDP), these exceptions cannot be granted unless the Coastal Commission certifies an amendment to the Land Use Plan.~~

~~Program: New development, including expansions and intensification of use shall provide parking consistent with requirements elsewhere in the City unless the following findings are made. If the following findings are made, the exceptions described in Section 2, may be granted.~~

~~1. Findings: Before granting the exceptions below the Community Development Director shall certify the following:~~

- ~~a. Fewer than 96,250 square feet of commercial development, including new buildings, expansions and/or intensification of uses, in the DED has received a CDP since November 1, 1994.~~
- ~~b. There is currently adequate parking to support the development and provide adequate beach parking.~~
- ~~c. The City Council has approved an interim parking study for the DED that shows the occupancy of the parking spaces in the DED is 90% or less during daylight hours on summer weekends~~

~~No more than 24,063 square feet of commercial development in the DED has received CDP's since the last interim parking study was approved by the City Council.~~

~~2. Exceptions~~

- ~~a. When parking is required for projects on lots exceeding 10,000 square feet and/or 1: 1 F.A.R., parking in excess of that existing on the site at the time of the proposal shall be provided at 65% of the current parking requirement.~~
- ~~b. Because of the physical constraints to providing parking and the desire to promote a pedestrian orientation in the DED, for projects on lots less than 1:1 F.A.R., no parking other than the parking existing on the site at the time of the proposal shall be required.~~

Modification No. 2, Page 2 of City's submitted document "Draft Amendments to the Certified Coastal L.U.P. Regarding Downtown Parking", first "policy" listed on the page:

**Policy: Minimize parking impacts by encouraging a mix of visitor-serving and other commercial uses that balances peak and non-peak parking demand that occurs during the day and seasonally. However, the City may only offer reduced parking pursuant to this goal for uses that are listed in, and by means of a parking standard that is in substantial conformance with, Attachment A to this document.**

Modification No. 3, Page 2 of City's submitted document "Draft Amendments to the Certified Coastal L.U.P. Regarding Downtown Parking", first "program" listed on the page:

Program: In order to mitigate the impacts of increased parking demand that is created by new development, but is not compensated for by requiring additional parking spaces, ~~the DEC, or its successor agency or the private party,~~ **City Council** shall provide an in-lieu fund transfer or an in-lieu fee **as described in Section 17.44.190 040 of the Zoning Ordinance and Ordinance No. 80-643 and Resolutions Nos. 80-4307 and 99-6001** to an improvement fund earmarked specifically for creating parking, in an amount determined to be sufficient to off-set the increase in required parking spaces caused by the expansion, intensification, or new construction not provided on site. If the ~~DEC~~ **City Council** determines that the private party is responsible for the in-lieu fee, the private party shall pay said fee **as requested by DEC.**

Modification No. 4, Page 2 of City's submitted document "Draft Amendments to the Certified Coastal L.U.P. Regarding Downtown Parking", second "program" listed on the page:

- 1) Program: The City shall not accept a fee in lieu of providing on site parking unless the Community Development Director assures that sufficient parking exists to accommodate the parking demand of new development without causing a significant adverse impact on parking that is available to the beach going public. The improvement fund to mitigate increased parking demand shall be geared to a threshold limit of increased parking demand. The threshold limit ~~shall be~~ was established at 100 parking spaces in 1982 and has not yet been reached. The City shall continue tallying the number of spaces (of that 100) that have been allocated based on receipt of in lieu fees, **and the City shall construct new parking upon reaching that threshold limit or the City shall not accept any fees in-lieu of 03parking beyond that threshold limit.** The City shall provide an annual accounting of the in-lieu parking program.

**A. In-lieu Fee Program annual accounting shall include:**

- 1) a report of the number of spaces in the 100 -space pool that have been "sold";
- 2) The current dollar amount required for an in-lieu fee, an annual account balance of in-lieu fees collected and the number of spaces sold during the review period;
- 3) The number of parking spaces provided by payment of in-lieu fees since inception of the program;

Modification No. 5, Minor or grammatical change:

- 1) Renumbering of sections. Where modifications include the creation of new or deleted sections, if the proposed numbering is inconsistent with the City's numbering, the City shall renumber the sections to ensure consistency throughout the plan.

#### **IV. FINDINGS FOR DENIAL OF LUPA**

The Commission hereby finds and declares as follows:

##### **A. Amendment Description and Background**

On October 27, 2003 the City of Hermosa Beach submitted an amendment to its certified land use plan (LUP). The Commission certified the City's Land Use Plan on August 19, 1981, with suggested modifications. Subsequent to the certification of the LUP, there have been five amendments that have been submitted by the City and approved by the Commission.

The City of Hermosa Beach is located in the South Bay area of Los Angeles County between Manhattan Beach to the north and Redondo Beach to the south. The Hermosa Beach Coastal Zone includes approximately .75 miles of beachfront, a fishing/pedestrian pier, bike and pedestrian promenade (the Strand), commercial development, and residential development varying in size from single-family to multiple-family development. The Coastal Zone extends approximately one half mile inland. The proposed LUP amendment involves updating existing policies and programs related to downtown parking, eliminating exceptions to downtown parking requirements that are no longer valid because the exception to parking requirements was only valid for up to a development cap of 96,250 square feet of new development, which has been achieved. The proposed LUP amendment, if certified, would also reduce the parking requirement for office and retail uses from four to three spaces per 1,000 square feet. The City contends that the new reduced parking rate for office and retail uses, the elimination of the previous 65% parking break (LUPA 1-94), and tightening parking requirements for conversion of retail and office spaces to restaurants (including the elimination of "grandfathering" smaller, nonconforming structures with respect to parking) will help balance parking demand in the evening when the parking demand is the greatest. The City also asserts that the favored uses, retail and office, will not compete for parking with beach goers on summer weekends, when beach use is highest. The City submitted the proposed amendments to the Land Use Plan and the Ordinance amending the parking regulations downtown (Exhibits 1 & 2).

**B. Public Access**

Section 30210 states:

*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 30211 states:

*Development shall not interfere with the public's right of access to the sea where acquired through use or legislative authorization, including, but not limited to, the use of dry sand and rocky coastal beaches to the first line of terrestrial vegetation.*

Section 30212 states:

*(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,*

*(3) Agriculture would be adversely affected. Dedicated accessway shall not be required to be opened to public use until a public agency or private association agrees to accept responsibility for maintenance and liability of the accessway.*

Section 30212.5 states:

*Wherever appropriate and feasible, public facilities, including parking areas or facilities, shall be distributed throughout an area so as to mitigate against the impacts, social and otherwise, of overcrowding or overuse by the public of any single area.*

Section 30252 states:

*The location and amount of new development should maintain and enhance public access to the coast by (1) facilitating the provision or extension of transit service, (2) providing commercial facilities within or adjoining residential development or in other areas that will minimize the use of coastal access roads, (3) providing non-automobile circulation within the development, (4) providing adequate parking*

*facilities or providing substitute means of serving the development with public transportation, (5) assuring the potential for public transit for high intensity uses such as high-rise office buildings, and by (6) assuring that the recreational needs of new residents will not overload nearby coastal recreation areas by correlating the amount of development with local park acquisition and development plans with the provision of onsite recreational facilities to serve the new development.*

The certified Hermosa Beach LUP identifies public access corridors (the walk streets and the beachfront walk, "the Strand") and includes provisions to protect these resources. The major issue over the years has been parking. In the 1994 LUP amendment 1-94, it was stated that most of the urbanized coastline in Los Angeles is within small cities. In many, like Hermosa Beach, the beach is publicly owned and access is limited by the transportation system, which for people in the Los Angeles basin means the automobile. Many of these small cities, including Hermosa Beach, were subdivided in the time of the street railways and have inadequate provisions for cars. The inadequate provisions for cars include narrow streets and very little off-street parking. Additionally, historic downtown subdivision patterns with their small lot sizes have restricted the provision of off-street private parking spaces. This has resulted in a shortage of parking due to competing peak hour and seasonal parking demands of beach goers, customers of commercial establishments and the surrounding residential uses which range from low to high density.

A more difficult problem has been the provision of parking when older commercial structures on small lots attempt to recycle as restaurant or other high intensity uses. This tendency has been exacerbated by the failure in the 1960's of many neighborhood retail businesses as shopping centers supplanted them, recycling the space to entertainment uses. When the LUP was initially certified, the City had two existing public parking lots that had been paid for by assessments on commercially zoned property. The Commission certified a policy-allowing City to approve development requiring up to 100 spaces without the immediate provision of additional parking. However the policy required an in-lieu fee pegged at the cost of providing a space, and re-use of the properties still languished. Few developers took advantage of this and little recycling of these buildings occurred.

In an effort to mitigate these parking conflicts and to address the City's unique parking needs, in 1994 the Commission approved an LUP amendment (1-94) that allowed new development on lots less than 10,000 square feet and developed to less than 1:1 floor area to building area, to use existing on-street parking and commercial parking lots in lieu of providing on-site parking. It also allowed new development in the downtown area to provide parking at 65% of the parking standard. For development that was required to provide parking, developers could still provide a fee in lieu of the parking. According to the City, 20 projects have opted to use an in-lieu fee over the last twenty years.

The exceptions to the parking requirements within the Downtown Enhancement District (DED) granted in the amended LUP were permitted only as limited by a build-out cap of 96,250 square feet of new development. Since the approval of the 1994 amendment, the

City and the Commission have approved over 96,250 square feet of business improvements and expansions, including a 96-unit limited-term occupancy condominium hotel (Coastal Development Permit #5-96-282.) All of this development received one or another parking "break" in calculating the amount of required parking authorized in the amendment. "Breaks" included a lower parking generation ratio (65%) and exceptions for smaller structures. Under the provisions of the 1994 amended LUP, all new projects beyond the 96,250 square foot cap, were subject to the City's standard parking requirements. The development cap has been reached and the City cannot continue to offer parking breaks. Now that the cap has been reached, the Commission must certify a new LUP amendment based on a new parking study before approving any additional development based on the program.

In the current LUP amendment, the City is proposing to eliminate the previous program (the development cap and the 65 percent parking break for the Downtown District). The City notes that the greatest parking demand in the downtown area occurs during the late evening and is caused by the numerous places of entertainment and dining. The City now seeks a balance between the busy nighttime and the daytime when the parking demand is lower. In place of the cap, the City is proposing to minimize parking impacts by encouraging development that will not draw customers in summer evenings when demand (according to the City's parking study, conducted in 1996) is at its peak. The most important program is to create an incentive for uses other than restaurants by reduced parking requirements for retail and office uses. Alternative measures such as maintaining the 1982 in-lieu fee program allowing individual developers to propose parking plans, creation of remote parking lots, or shared parking programs remain part of the City's policies.

The number of new projects that might take advantage of the reduced parking is difficult to predict. It might, as the City anticipates, be relatively small, but this is not guaranteed. The reduced parking standards apply both to projects proposed within existing structures and to projects that include demolition. The patterns of behavior on which the City bases its recommendations may change. The study on which the City based the analysis in support of the changes was conducting in 1996. While the City staff contends that it has observed no change in patterns of use since 1996, the Commission acknowledges that patterns of use are difficult to predict, and may change over time. In a situation in which there is no limit on the number of projects taking advantage of a break, staff recommends that the conclusion that there will be limited effect on beach access as a result of the change cannot be assured indefinitely.

The City also proposes to eliminate certified language that requires the City to assure that there is parking available downtown to support beach access and new development because it was approved as part of the reduce parking package. However, the City still offers other programs, such as "shared parking" or "parking plans" that require discretionary approval. Without a standard that ensures that beach access will not be impacted by new development, such programs could theoretically be approved without regard to impacts on beach access. The City proposes a general policy stating that

parking impacts will be minimized by encouraging a mix of visitor serving and other commercial uses that balances peak and non-peak parking demands but again does not provide a means or method of doing so. There is no standard that will ensure the protection of coastal access.

The proposed amendment includes additional language that references Zoning Code Section 17.44.190 when referring to the in-lieu fee program and is proposed to be amended and relocated to a different Zoning Code section that is not referenced. The City agrees that the wrong section is referenced and intended to reference the relevant section of the City's code. The Commission cannot approve a reference that does not apply to the certified in-lieu fee program.

Therefore, the Commission finds that the proposed LUP amendment policies, as submitted, must be denied. The Commission further finds that the proposed LUP amendment is not consistent with Sections 30211 and 30252 of the Coastal Act, which require that new development enhance and not interfere with public access to the coast, and must be denied.

If the LUP policies are modified consistent with the suggested modifications stated in Section III of this report, (pages 5-9) to assure that sufficient parking exists within the Downtown Enhancement District to accommodate new development and beach parking and to adequately monitor downtown development and parking, the modified LUP policies will be consistent with the access provisions of the Coastal Act.

## **V. FINDINGS FOR CERTIFICATION OF THE LUPA IF MODIFIED**

### **A. Public Access**

Section 30252 of the Coastal Act requires that providing adequate public parking facilities enhance public access to the coast.

Section 30252 of the Coastal Act:

*The location and amount of new development should maintain and enhance public access to the coast by (1) facilitating the provision or extension of transit service, (2) providing commercial facilities within or adjoining residential development or in other areas that will minimize the use of coastal access roads, (3) providing non automobile circulation within the development, (4) providing adequate parking facilities or providing substitute means of serving the development with public transportation, (5) assuring the potential for public transit the potential for public transit for high intensity uses such as high-rise office buildings, and by (6) assuring that the recreational needs of new residents will not overload nearby coastal recreation areas by correlating the amount of development with local park acquisition and development*

*plans with the provision of on-site recreational facilities to serve the new development.*

As noted in the findings for denial as submitted, the LUP amendment would eliminate the 65 percent parking break applicable to new development in the downtown along with its concomitant development cap. A new policy and program would apply City-wide standards to new and intensifying restaurant uses, but also reduce exceptions for small nonconforming structures (less than 10,000 square feet). Finally the new LUP policy would reduce the parking requirements for retail and office uses from four spaces per 1000 square feet to three spaces per 1000 square feet of new development. The current plan would maintain unchanged, the current 100-space in-lieu fee program, but add language to clarify its limitations.

As noted elsewhere, the City's conclusion that the change would not impact beach use is based on a study conducted in 1996 and an assumption that the new retail uses would not operate during heavy beach use hours. Without any limits on the duration of the program, if the underlying assumptions were in error, new retail and office development and intensification of existing development could significantly impact the public's ability to park in the downtown area and impact public beach access. However, as modified to require three-year limit on the duration of the program, at which time the City must submit an amendment to extend the program based on a current parking analysis to the Commission and the Commission finds that impacts on beach parking will be limited. The Commission notes that, on the contrary, there may be insignificant use of the program. If that is the case, if the accumulative demand as a result of the reduce parking standard is less than 15 spaces, the Commission is imposing a suggested modification that enables Executive Director to administratively extend the project for no more than a year. After that year, the Coastal Commission would review any future extension. The Commission notes that the City has maintained records of its in lieu fee program, but given the possible increased demand on the program as a result of increased parking standards for restaurants, the Commission requires the City to provide an annual accounting of in-lieu fees sold to the Commission. With these modifications, the Commission finds the proposed amendment consistent with Section 30252 and the public access policies of the Coastal Act.

The proposed amendment maintains the ability to grant exceptions to the parking requirements through alternative measures such as the in-lieu fee program, parking plans, the creation of remote parking lots with shuttle connections, reduced parking requirements for office and retail uses, or shared parking programs. The City of Hermosa Beach submitted an amended Section 17.44.040 of its Zoning Ordinance, which constitutes parking requirements for the downtown district. The section describes the reduced parking rate for office and retail uses, includes a provision that makes parking requirements more restrictive for smaller buildings that may be converted from a non-restaurant use to a restaurant use and deals with specifics regarding the in-lieu fee program. Suggested Modification No. 1 does two things. First, it ties the specifics of the parking requirements in the zoning ordinance to the LUP Policy so that there is a standard to follow. Without such a standard, the alternative measures that the City proposes are vague and do not

offer a means of carrying out the policy. Second, the Commission is requiring that previously certified language that requires the City to assure that there is parking available within the DED to support beach access and the proposed development when carrying out programs mentioned above. The Commission finds that although the City is proposing to eliminate the previously approved 65 percent parking break (1-94), the City is still proposing to allow a parking break for retail and office uses, which could have an impact on the availability of beach parking and therefore must make the assurance that there is parking available in order to protect coastal access and be consistent with the public policies of the Coastal Act. As modified, the program should not burden public access to the beach

The City contends and a 1996 traffic circulation and parking study supports that the peak parking demand for the City of Hermosa Beach occurs during the evening between 7:00 PM and 9:00 PM, and even more so during the summer season. According to this study, the greatest parking demand occurs on Saturday evenings during the summer. The City contends that the high evening parking demand is caused by the high intensity use of many restaurants within the downtown area.

According to the study, approximately 32-35 percent of existing development in the downtown district (almost half of the commercial uses) consists of restaurant uses. The estimated peak parking ratio determined by the study for restaurant uses is 15 spaces per 1000 square feet of restaurant development. The adjusted demand ratio (which includes a driving ratio of .70, a non-captive ratio of .8 and a summer month adjustment of 1.0) is 8.40 spaces per 1000 square feet. According to the study, approximately 27 percent of existing downtown development is office use with a peak parking ratio of 3 per 1000 square feet of office development and an adjusted-demand parking ratio of 2.5 spaces per 1000 square feet. Approximately 40 percent of existing development is retail use with a peak parking ratio of 3.8 per 1000 square feet of retail development and an adjusted-demand parking ratio of 1.86 spaces per 1000. The study takes into account that not every person who comes to the downtown area drives a car. Some walk, ride a bicycle, car pool, or use public transportation. Also, many who come to visit the beach will also visit shops and restaurants. The study points out that most who work in an office downtown do drive their car. However, many offices are closed during the weekends. The study also states that approximately 25 percent of restaurants in the downtown area are closed during the weekdays.

Although the parking study submitted by the City is comprehensive, it is a seven-year old study and does not directly address concerns raised by allowing a parking reduction for retail and office uses in the downtown area. It is the intent of the City to encourage more retail and office uses in the downtown area and discourage retail and/or offices from converting to restaurants, which has a much higher demand of parking. It is unclear to the Commission how the beach access parking demand will compete with the office and retail parking demands and what the cumulative adverse impacts of increased retail and office development, whether a product of use conversions or complete demolition and rebuild, will be on beach access parking in the downtown area. Suggested Modification No. 1

requires that the new reduced parking requirement for office and retail be a program that lasts only three years, at which time the City is required to come back either to the Commission with an amendment request to continue the program or with request a staff extension, based on low utilization of the program. As part of any request for an amendment to extend the program, the City should provide a current parking analysis that addresses the issues described above (including summer weekday and weekend beach parking). If the City has approved no significant new retail or office space, (pegged at a demand of fewer than 15 spaces) the City may submit a request for a one-year extension to the Executive Director. The request must be made prior to the program expiring. If the three-year program expires or changes, any development approved under the temporary program is not required to retroactively come into compliance with the new standard.

The City's goal is to achieve a parking balance between the high parking demand hours in the evening with the lower parking demand during the daytime. The City is proposing a new LUP policy requiring that parking impacts be minimized by encouraging a mix of visitor-serving and other commercial uses that balances peak and non-peak parking demand. The intent of the City is to discourage the more common conversions of non-restaurant uses in smaller buildings, to a restaurant uses that cannot provide on-site parking because of limited on-site space. At the same time, the City wants to encourage more retail in the downtown area. The proposed policy is has very general language and does not provide any standards that will guide the City on what parking to require for certain types of uses and how a balance will be achieved. Suggested Modification No. 2 ties the policy to the City's zoning ordinance section that is now pending and regulates parking requirements for the downtown area (Attachment A). The Commission requires that in minimizing parking impacts and balancing parking demand, the City may offer a parking standard that is substantially consistent with the zoning ordinance in Attachment A below. As discussed previously, the downtown parking requirement section lists specific parking requirements for retail and office uses, prohibits a parking credit for smaller restaurants and includes references to the in-lieu fee program that was certified in 1982.

The proposed amendment incorrectly references 17.44.190 of the Zoning Ordinance in an LUP Program that deals with the in-lieu fee program. As explained previously, in-lieu fee references in the zoning ordinance are contained in Section 17.44.040 of the Zoning Code. Suggested Modification No. 3 simply changes the reference from .190 to .040. The City agrees with the change.

The City proposes to maintain the certified In-lieu fee program with a threshold limit of 100 spaces. The City proposed amendment includes additional language that requires the City to construct new parking upon reaching the 100-space threshold and which prohibits the City from accepting any fees in-lieu of parking beyond that threshold limit. The Commission agrees with City's proposed the new language that the construction of new parking is required once all 100 spaces have been used up. However, the Commission finds that in order to carry out this program it is important that the City continue to keep track of the 100 spaces and the amount of money collected in lieu of providing parking and that the information be provided to the Commission. Suggested Modification No. 4

requires the City to provide an annual accounting of the in-lieu fees collected. The City responded to Commission staff on the issue and stated that money collected for in-lieu fees are deposited into a separate deposit fund in the City's Annual Budget called the Parking Improvement Fund and at given time, the account balance could be provided to the Commission. Since 1982, when the City first started accepting fees in lieu of providing parking spaces, the City has accepted fees for approximately twenty spaces. Given the limited demand for paying the fee, the probability of the City accepting in-lieu fees totaling 80 parking spaces is low. Nevertheless, the limit should continue to be based on the number of spaces available.

As modified, the proposed amendment will ensure that parking demand from new development will not exceed the existing parking supply and will be consistent with the access policies of the Coastal Act.

#### **B. California Environmental Quality Act (CEQA)**

Pursuant to the California Environmental Quality Act (CEQA) and the California Code of Regulations [Title 14, Sections 13540(f) and 13555(b)] the Commission's certification of this LCP amendment must be based in part on a finding that it is consistent with CEQA Section 21080.5(d)(2)(A). That section of the Public Resources Code requires that the Commission not approve or adopt an LCP:

*...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 Land Use Plan amendment as proposed has been found not to be in conformance with the Chapter 3 policies of the Coastal Act regarding public access. To resolve the concerns identified, suggested modifications have been made to the proposed amendment. Without incorporation of the suggested modifications, the Land Use Plan amendment as submitted, is not adequate to carry out and is not in conformity with the Chapter 3 policies of the Coastal Act. The suggested modifications minimize or mitigate any potentially significant environmental impacts of the Land Use Plan amendment. As modified, the Commission finds that approval of the Land Use Plan amendment will not result in significant adverse environmental impacts within the meaning of the California Environmental Quality Act.

The Commission finds that for the reasons discussed in this report, if the LCP amendment is modified as suggested, there are no additional feasible alternatives or feasible mitigation measures available that could substantially reduce any adverse environmental impacts. The Commission further finds that the proposed LCP amendment, if modified as suggested, is consistent with Section 21080.5(d)(2)(A) of the Public Resources Code.

# ATTACHMENT A

## RESOLUTION P.C. 03-7

1  
2  
3  
4  
5

### A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF HERMOSA BEACH, CALIFORNIA, TO RECOMMEND AMENDING THE ZONING ORDINANCE REGARDING OFF-STREET PARKING REQUIREMENTS AND THE PARKING IN-LIEU FEE PARKING ALLOWANCES IN THE DOWNTOWN DISTRICT

6  
7  
8

The Planning Commission of the City of Hermosa Beach does hereby resolve as follows:

9  
10  
11

Section 1. The Planning Commission held a duly noticed public hearing on January 21, 2003, to consider amending the Zoning Ordinance, Chapter 17.44, regarding parking requirements for the downtown district.

12  
13  
14  
15

Section 2. The City Council has directed the Planning Commission to consider amendments to the Zoning Ordinance pertaining to parking in the downtown to encourage new retail uses to locate in the downtown area and to better balance parking demand between retail and restaurant uses.

16  
17  
18

Section 2. Based on the evidence considered at the public hearing, the Planning Commission makes the following findings:

19  
20  
21  
22

1. Current parking requirements as set forth in Sections 17.44.040, 17.44.140, and 17.44.190 of the Zoning Ordinance pertaining to off-street parking requirements in the downtown district and the parking in-lieu feet program need to be amended as they are inconsistent with City's Coastal Land Use Plan.

23  
24  
25

2. Parking demand experienced in the downtown can be better balanced by removing the parking credits allowed to small restaurants that locate in existing retail commercial space, and by reducing the parking requirement for retail uses.

26  
27  
28  
29

3. Larger commercial and restaurant uses generally have the ability to provide sufficient off-street parking, while smaller restaurant uses cannot, and are forced to rely on existing parking in the area. Since there is limited parking available, the restaurant parking demand impacts the amount of available parking for retail uses.

4. Retail uses are primarily daytime intensive and the larger restaurants, greater than 5,000 square feet, are primarily evening intensive, which complement one another without creating a strain the existing parking supply in the downtown.

Section 3. Based on the foregoing, the Planning Commission hereby recommends that the Hermosa Beach Municipal Code, Title 17-Zoning, be amended as follows (deleted text in ~~overstrike~~, new text underlined):

1. Amend Section 17.44.040 to read as follows:

~~17.44.040 Parking requirements for the downtown area.~~

~~The following requirements apply within in the boundary of the downtown area, as defined by the map incorporated by this reference.~~

# ATTACHMENT A

1 A. The amount of parking shall be calculated at sixty five (65) percent of the parking required for  
2 each particular use as set forth in Section 17.44.030.

3 B. Building sites equal to or less than ten thousand (10,000) square feet. If the floor area to lot area  
4 ratio is 1:1 or less no parking is required. If the floor area to lot area ratio exceeds 1:1 only the excess  
5 floor area over the 1:1 ratio shall be considered in determining the required parking pursuant to  
6 subsection A of this section.

7 C. Bicycle racks/facilities shall be provided and/or maintained in conjunction with any intensification  
8 of use, or new construction, in an amount and location to the satisfaction of the planning director

## "17.44. 040 Parking requirements for the Downtown District.

9 The following requirements apply within in the boundary of the Downtown District, as defined by the  
10 map incorporated by this reference.

11 A. The amount of parking shall be calculated for each particular use as set forth in Section  
12 17.44.030 with the exception of the following:

- 13 1. Retail, general retail commercial uses: one space for each 333.3 square feet of gross floor  
14 area (or 3 spaces per 1000 square feet)
- 15 2. Offices, general: one space for each 333.3 square feet of gross floor area (or 3 spaces per  
16 1000 square feet)
- 17 3. Office, medical: one space for each 333.3 square feet of gross floor area (or 3 spaces per  
18 1000 square feet)

19 B. When the use of an existing building or portion thereof of less than 5,000 square feet gross floor  
20 area is changed from a non-restaurant use to a restaurant use, the parking requirement shall be  
21 calculated as set forth in Section 17.44.030, with no parking credit allowed for the existing or  
22 prior use.

23 C. When the use of an existing building or a portion thereof is changed to a more intensive use with  
24 a higher parking demand (with the exception of restaurants less than 5,000 square feet gross  
25 floor area as noted above), the requirement for additional parking shall be calculated as the  
26 difference between the required parking as stated in this chapter for that particular use as  
27 compared to a base requirement of 1 space per 250 square feet gross floor area.

28 D. For expansions to existing buildings legally nonconforming to parking requirements, parking  
29 requirements shall only be applied to the amount of expansion.

30 E. Parking in-lieu fees. When the City Council provides for contributions to an improvement fund  
31 for a Vehicle Parking District in lieu of parking spaces so required, said in-lieu fee contributions  
32 shall be considered to satisfy the requirements of this chapter.

33 1. The Director of the Community Development Department shall be responsible for the  
34 calculations required under this chapter and shall calculate and collect the in-lieu  
35 contribution.

36 2. The following allowances through in-lieu fee contributions for parking may be allowed with  
37 a parking plan as approved by the planning commission and as prescribed in Section  
38 17.44.210:

39 a). Building sites with a ratio of building floor area to building site of one to one or less  
40 may pay an "in-lieu" fee for all required spaces.

41 b). Building sites where buildings will exceed a one to one gross floor area to building site  
42 area ratio shall be required to provide a minimum of twenty-five (25) percent of the  
43 required parking on-site."

44 2. Eliminate Section 17.44.190, as follows:

# ATTACHMENT A

## 17.44.190 ~~Off-street parking within vehicle parking districts~~

1  
2 A. ~~Parking requirements within parking districts shall be as provided in this chapter, except that when the city council provides for contributions to an improvement fund in lieu of parking spaces so required, said contributions shall be considered to satisfy the requirements of this chapter.~~

3  
4 If the downtown business area enhancement district commission determines that the private party is responsible for the in-lieu fee, the private party shall pay said fee as requested by the DBAEDC.

5  
6 B. ~~The building director shall be responsible for the calculations required under this chapter and the building department shall calculate and collect the in-lieu contribution for, and as directed by, resolutions passed by the vehicle parking district commission, as approved by the city council.~~

7  
8 C. ~~The following allowances for parking may be allowed with a parking plan as approved by the planning commission and as prescribed in Section 17.44.210.~~

9  
10 1. ~~Building sites containing less than four thousand one (4,001) square feet with a ratio of building floor area to building site of one to one or less may pay an "in lieu" fee for all required spaces.~~

11  
12 2. ~~Building sites of less than four thousand one (4,001) square feet where buildings will exceed a one to one gross floor area to building site area ratio shall be required to provide a minimum of twenty-five (25) percent of the required parking on site.~~

13  
14 3. ~~Building sites containing four thousand one (4,001) square feet or greater but less than twelve thousand one (12,001) square feet shall be required to provide a minimum of fifty (50) percent of all required parking on site.~~

15  
16 4. ~~Building sites with or greater than twelve thousand one (12,001) square feet shall be required to provide one hundred (100) percent of all required parking on site. (Ord. 94-1099 § 4, 1994; prior code Appx. A, § 1167)~~

17  
18 3. Amend Section 17.44.140 as follows:

19 **"17.44.140 Requirements for new and existing construction**

20 For buildings containing commercial uses in the downtown district see Section 17.44.040.

21 *(A., B., and C. no change)*

22 D. For every building in a C or M zone hereafter erected, or reconstructed, or expanded, the parking requirements and turning area for the entire building shall be as set forth in this chapter. However for an expansion of an existing building legally nonconforming to parking requirements, parking requirements shall only be applied to the amount of expansion, ~~subject to Section 17.44.040 for expansions in the downtown area.~~ In no case shall new construction reduce the parking serving an existing use below the requirements of this chapter.

23  
24  
25  
26 E. When the use of an existing building or structure not located in the downtown district is changed to a more intense use with a higher parking demand ~~there shall be no additional parking requirement for sites in the downtown area except to the extent there is a change of floor area to lot area ratio in excess of 1:1.~~ Otherwise, the requirement for additional parking, shall be calculated as the difference between the required parking as stated in this chapter for that

# ATTACHMENT A

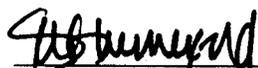
particular use as compared to the requirement for the existing or previous use which shall be met prior to occupying the building unless otherwise specified in this chapter."

VOTE:           AYES:           Hoffman, Kersenboom, Perrotti, Pizer, Tucker  
                  NOES:           None  
                  ABSTAIN:       None  
                  ABSENT:       None

## CERTIFICATION

I hereby certify the foregoing Resolution P.C. 03-7 is a true and complete record of the action taken by the Planning Commission of the City of Hermosa Beach, California, at their regular meeting of February 18, 2003.

  
\_\_\_\_\_  
Ron Pizer, Chairman

  
\_\_\_\_\_  
Sol Blumenfeld, Secretary

February 18, 2003                      Date



# City of Hermosa Beach

Civic Center, 1315 Valley Drive, Hermosa Beach, California 90254-3885

October 23, 2003

California Coastal Commission  
200 Oceangate, Ocean Boulevard  
10th Floor, Suite 1000  
Long Beach, CA 90802-4302

Attention: Ms. Deborah Lee, South Coast District Director

Subject : Submission of Land Use Plan Amendment – Parking Policies and Programs Related to the Downtown District.

Dear Ms. Lee:

On behalf of the City Council please accept this letter as an application for amendment to the Hermosa Beach Certified Coastal Land Use Plan. The City Council adopted the attached resolution to submit this amendment at their meeting on March 25, 2003, and introduced the attached ordinance, which will be adopted upon your approval of the amendment.

The proposed amendment involves updating the existing policies and programs regarding downtown parking to eliminate exceptions to downtown parking requirements that are no longer valid, as they were subject to development cap of 96,250 square feet of new development, which has already been achieved. Further, the proposed amendment involves a minor change in language to allow reduced parking requirements for office and retail uses in the downtown to recognize the lower parking demand experienced in the downtown during daytime hours. This proposal is part of an effort by the City to preserve retail space and balance parking demand.

The City is submitting these changes in order to implement a Zoning text amendment relating to downtown parking. This amendment includes reducing the parking requirement for office and retail uses from 4 to 3 spaces per 1,000 square feet, and to be more restrictive on parking requirements for conversion of retail and office spaces to restaurants. This will help balance parking demand in the evening when our demand is generally the greatest. Attached herewith are the proposed amendments to the Land Use Plan, and the Ordinance amending the parking regulations for downtown.

COASTAL COMMISSION  
*HRM-MAJ-2-03*

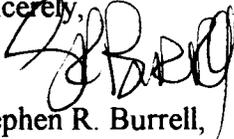
EXHIBIT # 1

PAGE 1 OF 4

While the proposal will have negligible impacts on coastal access parking, the City has created some additional remote beach access parking in another part of the City that will serve to mitigate any possible concern. The City has striped an additional 15 on-street parking spaces along Valley Drive, which is public free parking with no hours limitations.

The City is requesting to have this amendment to the L.U.P. considered separately from the City's Local Coastal Program so we can implement the Zoning Ordinance changes in a timely manner. Thanks for your consideration in this matter. Should you have any questions or need additional information please contact Sol Blumenfeld, Director of Community Development at (310)-318-0242.

Sincerely,



Stephen R. Burrell,  
City Manager

Attachments:

Resolutions, Ordinance  
Downtown Map  
New Parking on Valley Drive  
Minutes from Publicly Noticed Meetings  
Staff Reports

COASTAL COMMISSION  
HRM-MAJ-2-03

EXHIBIT # 1

PAGE 2 OF 4

**Draft Amendments To the Certified Coastal L.U.P.  
Regarding Downtown Parking**

Policy: The City shall establish parking requirements in the Downtown Enhancement District (DED) identical similar to the requirements set forth in other areas of the City's coastal zone. However in recognition of the unique parking needs and constraints in the downtown district, the City may explore the creation of and grant exceptions to the parking requirements such as, but not limited to, in-lieu fee programs, parking plans, the creation of remote parking lots with shuttle connections, reduced parking requirements for office and retail uses to recognize the lower parking demand experienced in the downtown during daytime hours, or shared parking programs. ~~for new buildings, expansions, and/or intensification of uses within the downtown district if the City can assure that there is parking available within the DED to support beach access and the proposed development. The City may approve exceptions for commercial development up to 96,250 square feet if the findings outlined below are made. After 96,250 square feet of new commercial development has received Coastal Development Permits (CDP), these exceptions cannot be granted unless the Coastal Commission certifies an amendment to the Land Use Plan.~~

~~Program: New development, including expansions and intensification of use shall provide parking consistent with requirements elsewhere in the City unless the following findings are made. If the following findings are made, the exceptions described in Section 2, may be granted.~~

~~1. Findings: Before granting the exceptions below the Community Development Director shall certify the following:~~

~~a. Fewer than 96,250 square feet of commercial development, including new buildings, expansions and/or intensification of uses, in the DED has received a CDP since November 1, 1994.~~

~~b. There is currently adequate parking to support the development and provide adequate beach parking.~~

~~c. The City Council has approved an interim parking study for the DED that shows the occupancy of the parking spaces in the DED is 90% or less during daylight hours on summer weekends~~

~~No more than 24,063 square feet of commercial development in the DED has received CDP's since the last interim parking study was approved by the City Council.~~

~~2. Exceptions~~

~~a. When parking is required for projects on lots exceeding 10,000 square feet and/or 1:1 F.A.R., parking in excess of that existing on the~~

COASTAL COMMISSION

HRM-MAJ-2-03

EXHIBIT # 1  
PAGE 3 OF 4

~~site at the time of the proposal shall be provided at 65% of the current parking requirement.~~

~~b. Because of the physical constraints to providing parking and the desire to promote a pedestrian orientation in the DED, for projects on lots less than 1:1 F.A.R., no parking other than the parking existing on the site at the time of the proposal shall be required.~~

**Policy: Minimize parking impacts by encouraging a mix of visitor-serving and other commercial uses that balances peak and non-peak parking demand that occurs during the day and seasonally.**

Program: In order to mitigate the impacts of increased parking demand that is created by new development, but is not compensated for by requiring additional parking spaces, ~~the DEC, or its successor agency or the private party,~~ **City Council** shall provide an in-lieu fund transfer or an in-lieu fee **as described in Section 17.44.190 of the Zoning Ordinance and Ordinance No. 80-643 and Resolutions Nos. 80-4307 and 99-6001** to an improvement fund earmarked specifically for creating parking, in an amount determined to be sufficient to offset the increase in required parking spaces caused by the expansion, intensification, or new construction not provided on site. If the **DEC City Council** determines that the private party is responsible for the in-lieu fee, the private party shall pay said fee ~~as requested by DEC.~~

Program: The City shall not accept a fee in lieu of providing on site parking unless the Community Development Director assures that sufficient parking exists to accommodate the parking demand of new development. The improvement fund to mitigate increased parking demand shall be geared to a threshold limit of increased parking demand. The threshold limit shall be established at 100 parking spaces **and the City shall construct new parking upon reaching that threshold limit or the City shall not accept any fees in-lieu of parking beyond that threshold limit.**

**COASTAL COMMISSION**  
**HRM-MAJ-2-03**

EXHIBIT # 1  
PAGE 4 OF 4

**RECEIVED**

APR 24 2003

COM. DEV. DEPT.

**RESOLUTION NO. 03-6258**

**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF HERMOSA BEACH, CALIFORNIA, TO SUBMIT AMENDMENTS TO THE CERTIFIED COASTAL LAND USE PLAN REGARDING DOWNTOWN PARKING**

**THE CITY COUNCIL OF THE CITY OF HERMOSA BEACH, CALIFORNIA, DOES HEREBY RESOLVE AS FOLLOWS:**

**SECTION 1.** Portions of the City of Hermosa Beach are located within the Coastal Zone and subject to the requirements of the California Public Resources Code, Division 20, California Coastal Act of 1976, as amended:

**SECTION 2.** The City of Hermosa Beach desires to amend the policies and programs as contained in the certified Land Use Plan in regards to downtown parking, in order to implement amended zoning regulations

**SECTION 3.** The City Council, pursuant to applicable law, held a duly noticed hearing on February 25, 2003, to consider the proposed amendments to the Certified Land Use Plan, and proposed text amendments to the Zoning Ordinance at which testimony and evidence, both written and oral, was presented to and considered by the Council.

**SECTION 4.** The Planning Commission, pursuant to applicable law, held a duly noticed hearing on February 18, 2003, to consider the proposed amendments to downtown parking requirements, at which testimony and evidence, both written and oral, was presented to and considered by the Commission.

**SECTION 5.** Based on the evidence considered at the public hearing, the City Council makes the following findings:

1. The proposed Coastal Land Use Plan, as amended, has been prepared in accordance with the California Public Resources Code, Division 20, California Coastal Act of 1976, as amended, and is consistent with the provisions of said Act;

**COASTAL COMMISSION**  
*HRM-MAJ-2-03*  
EXHIBIT # 2  
PAGE 1 OF 3



STATE OF CALIFORNIA  
COUNTY OF LOS ANGELES  
CITY OF HERMOSA BEACH

I, Elaine Doerfling, City Clerk of the City of Hermosa Beach, California, do hereby certify that the foregoing Resolution No. 03-6258 was duly and regularly passed, approved and adopted by the City Council of the City of Hermosa Beach at a Regular Meeting of said Council at the regular place thereof on March 25, 2003.

The vote was as follows:

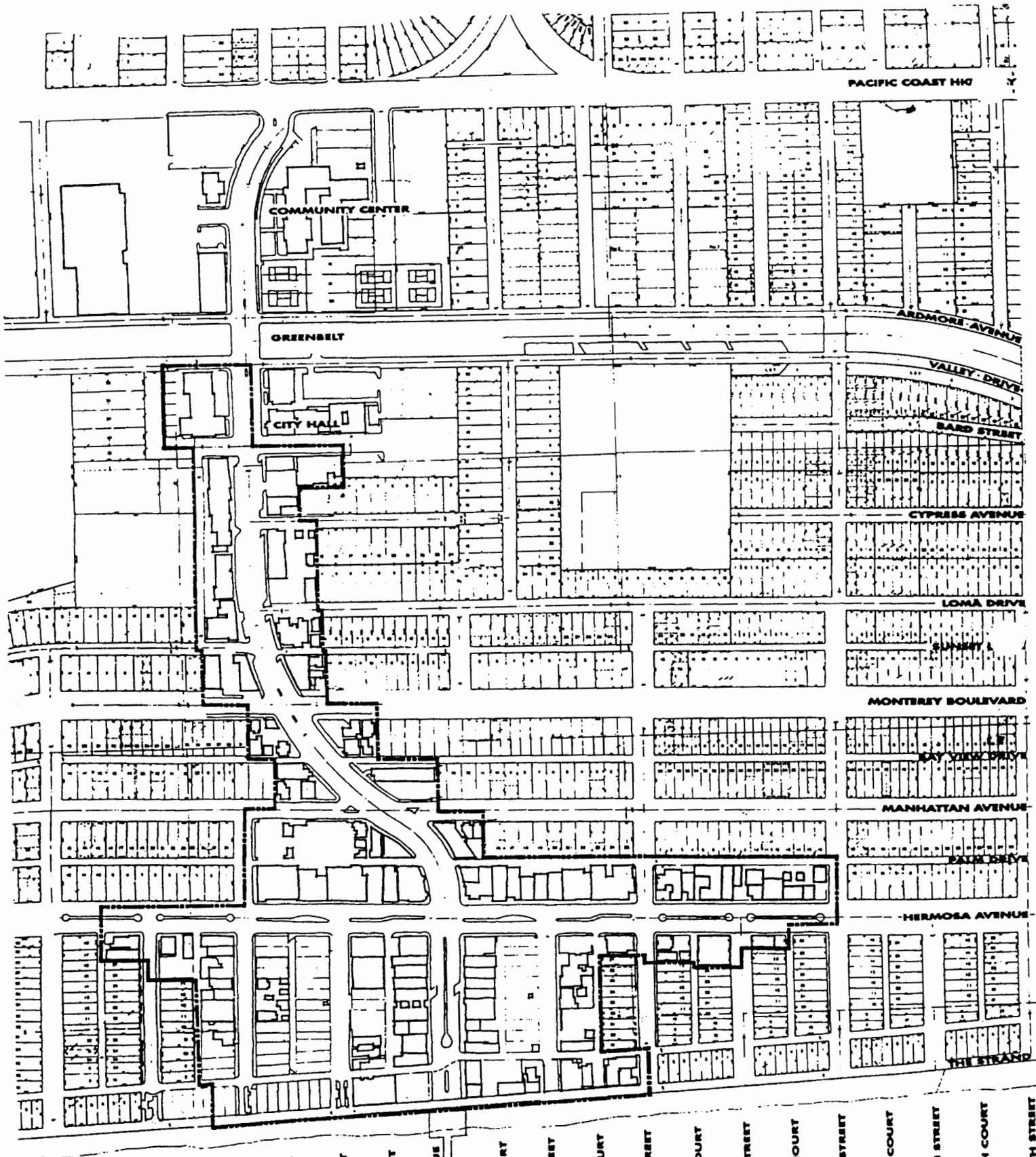
AYES: Dunbabin, Keegan, Reviczky, Yoon, and Mayor Edgerton  
NOES: None  
ABSTAIN: None  
ABSENT: None

Dated: April 8, 2003

  
Elaine Doerfling, City Clerk

COASTAL COMMISSION  
HRM-MAJ-2-03  
EXHIBIT # 2  
PAGE 3 OF 3

Attachment



SIXTEENTH STREET  
 SIXTEENTH COURT  
 FIFTEENTH STREET  
 FIFTEENTH COURT  
 FOURTEENTH STREET  
 FOURTEENTH COURT  
 THIRTEENTH STREET  
 THIRTEENTH COURT  
 PIER AVENUE  
 THIRTEENTH COURT  
 ELEVENTH STREET  
 Tenth COURT  
 TENTH STREET  
 TENTH COURT  
 NINTH STREET  
 NINTH COURT  
 EIGHTH STREET  
 EIGHTH COURT  
 SEVENTH STREET  
 SEVENTH COURT  
 SEVENTH STREET  
 SEVENTH COURT  
 SIXTH STREET  
 SIXTH COURT  
 FIFTH STREET  
 FIFTH COURT  
 FOURTH STREET  
 FOURTH COURT

COASTAL COMMISSION

HRM-MAT-2-03

Downtown District

EXHIBIT # 3

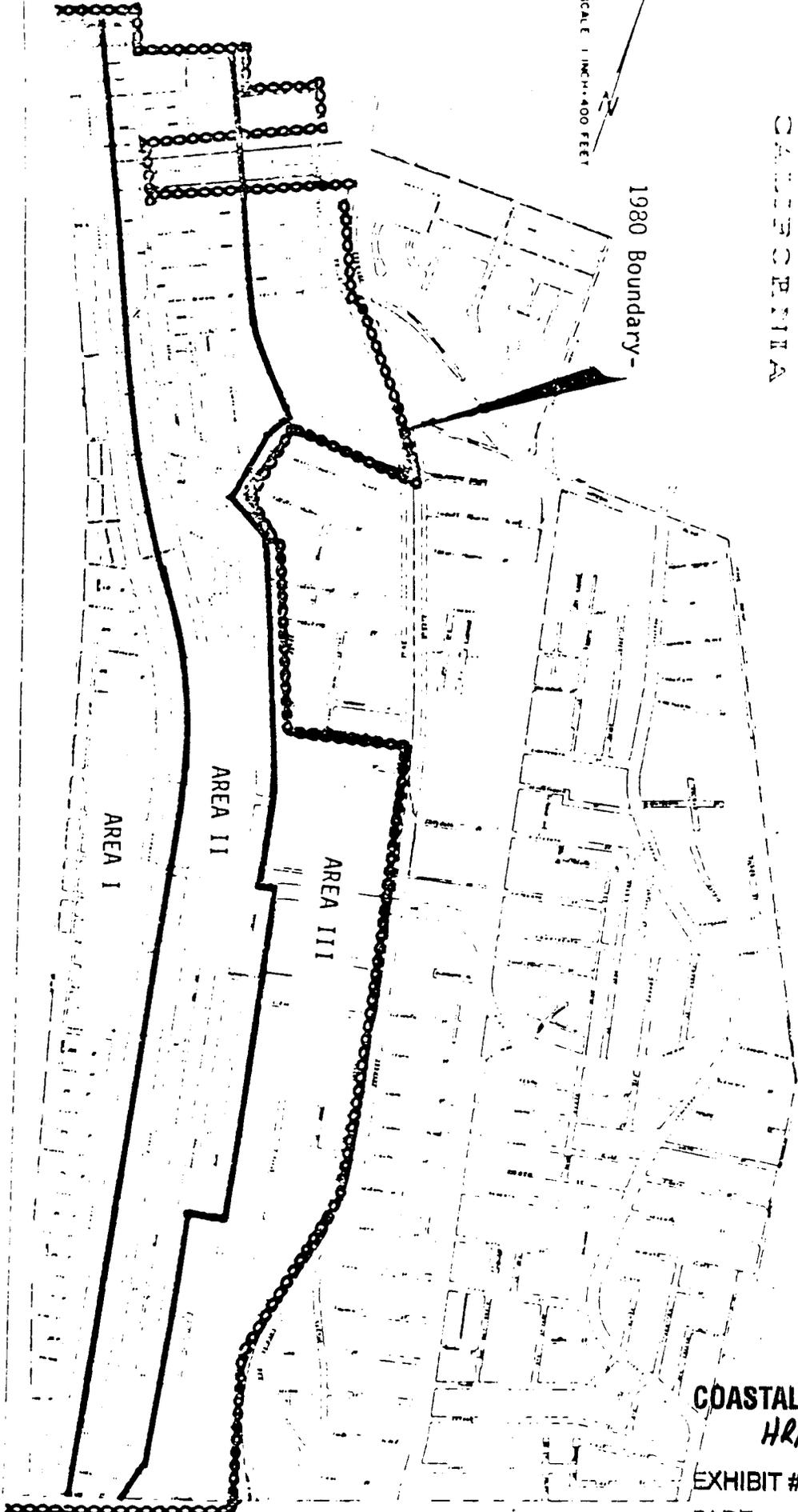
PAGE 1 OF 1



CITY OF  
HERMOSA BEACH  
CALIFORNIA

SCALE 1 INCH = 400 FEET

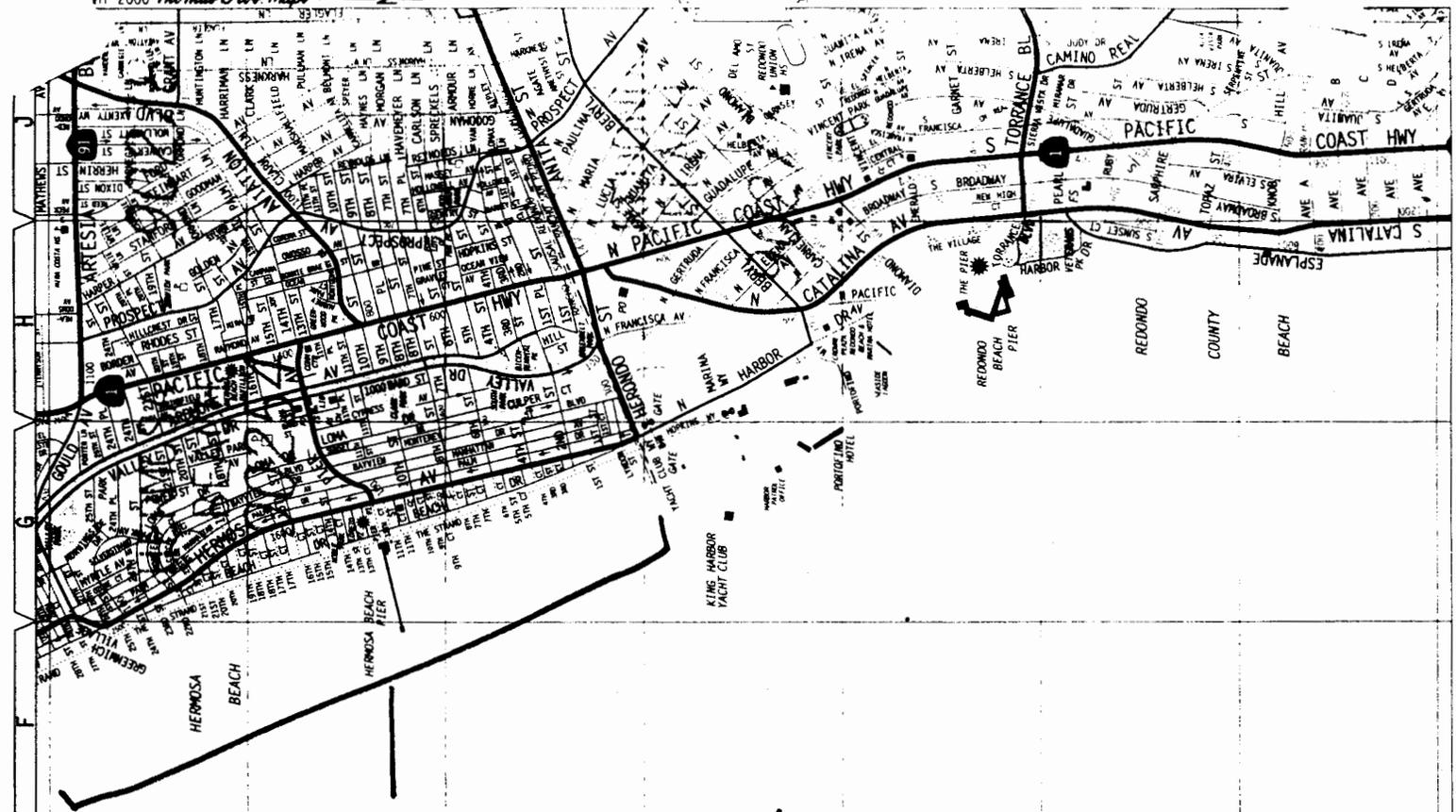
1980 Boundary -



COASTAL ZONE

COASTAL COMMISSION  
HRM-MAJ-2-03

EXHIBIT # 4  
PAGE 1 OF 1



City of Hermosa Beach

SEE MAP 732

SEE MAP 792

762

COASTAL COMMISSION

HRM-MAJ-2-03

EXHIBIT # 5

PAGE 1 OF 1