



Staff Report

File #: REPORT 19-0535, Version: 1

Honorable Chairman and Members of the Hermosa Beach Planning Commission

Regular Meeting of August 20, 2019

PDP 19-2 and PARK 19-2 -- Precise Development Plan and Parking Plan to allow a six-unit motel project by constructing a new three-story, detached 2,744 square foot commercial building containing five units, to be constructed behind the existing 1,841 square foot single-family residence which will be converted to an additional unit and a Parking Plan to allow the 6-space parking requirement to be met with 4 on-site spaces (including 1 tandem space) plus fees in lieu for 2 spaces, on a 4,023 square foot lot in the C-2 (Restricted Commercial) zoning district at 70 10th Street; and adoption of a Mitigated Negative Declaration.

Applicant/Owner: B&J Capital Group Investments
414 Torrance Boulevard
Redondo Beach, CA 90277

Recommended Action:

Adopt the attached resolutions approving Precise Development Plan 19-2 and Parking Plan 19-2 to allow a six-unit motel project by constructing a new three-story, detached 2,744 square foot (sq. ft.) commercial building containing five units, to be constructed behind the existing 1,841 square foot single-family residence which will be converted to an additional unit, and Parking Plan 19-2 to allow the 6-space parking requirement to be met with 4 on-site spaces (including 1 tandem space) plus fees in lieu for 2 spaces, on a 4,023 square foot lot in the C-2 (Restricted Commercial) zoning district at 70 10th Street; and adopt the Mitigated Negative Declaration.

Alternatively, the Planning Commission may deny the project and adopt the attached denial resolution.

Background:

ZONING:	Restricted Commercial (C-2)
GENERAL PLAN:	Community Commercial
USES EXISTING/PROPOSED:	Single-family residence/ six-unit motel
LOT SIZE:	4,023 sq. ft.
TOTAL GROSS FLOOR AREA:	1,841 sq. ft. (existing to remain) and proposed 2,744 sq. ft. (addition) totaling 4,585 sq. ft.
PARKING SPACES:	
REQUIRED:	6 parking spaces
PROPOSED:	4 on-site parking spaces (fees paid in lieu of 2 spaces) & 2 neighborhood electric vehicles

ENVIRONMENTAL

DETERMINATION: Adoption of the Mitigated Negative Declaration will reduce potential impacts to a less than significant level.

The subject site at 70 10th Street is located within the Downtown District, south of Pier Plaza, and on the southwest corner of Hermosa Avenue and 10th Street. The site is located within the Restricted Commercial (C-2) zoning district with a Community Commercial General Plan land use designation. The 4,023 sq. ft. lot houses an approximately 1,840 sq. ft. two-story single-family residence and contains one parking space which is accessed from the alley to the south (10th Court). Two residential units are located immediately west of the subject property at 64 10th Street and 69 10th Court. The adjacent residences are located within the C-2 zoning district, and as such, are legal nonconforming uses. A mixture of commercial uses are located north (across 10th Street), east (across Hermosa Avenue) and south (across 10th Court) of the subject site. Commercial uses in the vicinity consist of general and medical office, retail and restaurant uses.

The original project reviewed and considered by the Commission at their July 17, 2018 meeting was for a request to construct a new three-story, detached, 2,744 square foot commercial building with ground floor retail and second and third floor office space while preserving in place and converting the existing 1,841 square foot single-family use to a single-unit motel. The project required 12 parking spaces. The project was denied during their August 1, 2018 meeting.

As such, the applicants considered the Commission's feedback and revised the project uses and reduced the amount of required parking spaces. At their June 18, 2019 meeting the Planning Commission considered the request to allow a six-unit motel project by constructing a new three-story, detached 2,744 square foot commercial building containing five units, to be constructed behind the existing 1,841 square foot single-family residence, proposed to be converted to an additional unit with a 212 square foot ancillary registration office, and a Parking Plan to allow the 6-space parking requirement to be met with 4 on-site spaces (including 1 tandem space) plus fees in lieu for 2 spaces, on a 4,023 square foot lot. To avoid adverse impacts to both the historic integrity of the existing structure as well as the ability of the collection of bungalows to maintain eligibility for designation as a historic district, no physical changes were proposed to the structure, and the structure was proposed to be adaptively re-used as one of the motel units.

After hearing public comments and deliberation the Commission expressed continued concerns with anticipated parking impacts by not providing enough parking spaces on-site for the motel use and ancillary registration office while requesting too many parking spaces be paid in-lieu through the City's in-lieu program. The Commission continued the item to a later date and requested the applicant work on a design solution that would provide additional parking spaces or reduce the number of units thereby reducing the number of parking spaces required.

Analysis:

The applicants met with staff to discuss options and alternatives and assessed the site for any ways to provide additional parking spaces on-site. After extensive efforts, it was agreed that no additional parking spaces may be added to the site without involving:

1. Loss of the 1st floor motel unit thereby gaining one additional tandem parking space and reducing the number of units to 5 (requiring 1 parking space in-lieu) and architectural and building/access plan revisions, re-review by the historic consultant, revisions to the Mitigated

- Negative Declaration and re-consultation with tribes. The applicants are not agreeable to loss of any units. Or,
2. Removal of a portion of or a full demolition of the existing front building which would require preparation of an Environmental Impact Report (EIR) due to resulting significant unavoidable impacts to the historic structure and an amendment to the Historical Resources Report; or
 3. Providing an additional driveway to the site which would result in loss of public metered street parking spaces.

Vehicle lifts were considered but are not a City code recognized method of providing required parking. As stated by the Commission and staff agrees, that vehicle lifts would not be appropriate for the motel use since vehicle lifts are, in effect, vertical tandem spaces instead of horizontal tandem spaces which results in similar vehicle coordination and staging impacts.

The property is also not large enough to provide a driveway ramp leading to underground parking. Underground parking facilities require a minimum vertical clearance of seven feet. The maximum driveway slope is 12.5% with up to 20% if 8-foot transitions are provided on either side of the driveway. A driveway with the maximum slope permitted would not provide sufficient vertical clearance or provide drivers the ability to maneuver (back-up) and turn around an underground parking facility. Therefore, this option is not feasible.

The project site is also a corner lot surrounded by public metered street parking spaces and in the Coastal Zone making vehicle access options limited. There is currently a non-conforming driveway approach at the northwest of the lot that extends between the subject property and the property to the west. However, the clear width dimension from the west property line to the west wall of the existing structure is 7-foot 2 ½ inches which is insufficient width for a standard or compact parking space (requiring 8'6" to 7'6" in stall width). In addition, the applicants agreed to install a property line wall as requested by the property owner to the west that would further reduce the available space by an additional 8" leaving 6-foot 6 ½ inches clear to park.

The site provides vehicle access from the 20-foot wide alley, 10th Court. However, with the existing structure and due to the 42 foot 4 inch lot width and 51-foot depth from the rear (south) property line to the back of the existing structure only five (5) parking spaces can be provided on-site (with 2 spaces in tandem and 1 space as the required van accessible ADA space). The 17-foot wide required van accessible (ADA) parking space and path, and wider (9'6") parking stalls needed to meet back-up/turning radius requirements on the narrow 20-foot alley only leaves space for two standard parking spaces side-by-side. Parking spaces must measure 18 feet in depth therefore only two vehicles may be stacked in tandem. The van accessible parking space cannot be located in tandem with another parking space.

In order to gain one (1) additional on-site parking space the 1st floor pedestrian oriented motel unit must be removed, thereby reducing the number of units to 5 (requiring 1 parking space in-lieu). The project would then require architectural and building/access plan revisions, re-review by the historic consultant, revisions to the Mitigated Negative Declaration and re-consultation with tribes.

Staff and the applicant also analyzed the option of converting the existing structure to the lowest parking intensive use with no building at the rear of the lot. If the existing 1,841 square foot structure were to be converted to any of the least parking intensive commercial uses such as general office, retail and personal service uses (requiring 1 parking space per 250 square feet) and factoring in the

required van accessible ADA parking space and use of tandem parking, seven (7) parking spaces would be required (with 1 of the spaces being the van accessible ADA space) which cannot be located in tandem. Only five (5) parking spaces can be provided on-site (with 1 of the spaces being the van accessible ADA space). Therefore, to simply convert the existing structure to the lowest parking intensity commercial use would require payment of two (2) parking spaces in-lieu and tandem parking which both require approval of a Parking Plan.

The currently proposed project requires six (6) parking spaces (1 parking space per motel unit) and four (4) spaces would be provided on-site and two (2) spaces would be paid in-lieu.

The applicants agreed that there would be a benefit in preserving the historic structure which would maintain the charm and scale of the 10th Street frontage and historic district as opposed to construction of a new 30-foot high commercial building along the 10th Street and Hermosa Avenue frontages which can be seen on properties to the north and east of the subject lot.

The project the applicants are proposing provides a motel unit on the Hermosa Avenue pedestrian frontage as opposed to a parking lot which conflicts with the City's General Plan policies (Land Use Goal 4 Policy 4.10, Goal 5, Goal 6 Policies 6.6 and 6.7 to eliminate garage dominated building facades, and 6.10) and the project requires the same amount of parking spaces in-lieu as would be required to convert the existing structure to general commercial uses such as office, retail or personal service uses. Without a Parking Plan for use of tandem or payment of parking space in-lieu only three (3) parking spaces could be provided on-site (1 of which would be the required van accessible ADA space). With three (3) parking spaces only 750 square feet of the existing 1,841 square foot structure could be used. Therefore, either a substantial portion of the structure (1,091 sq. ft.) would need to be demolished (also requiring further historic and environmental analysis) or a portion of the structure would need to be deactivated.

After the above analysis and considerations the applicants decided to maintain the previously proposed site layout and physical building design and number of motel units due to significant time and finances invested into the current design. An alteration to the site layout and building would require re-review by the City's historic consultant, an amendment to the Historical Resources Report, revisions to the Mitigated Negative Declaration and/or possible EIR and additional design and plan preparation costs and time. Therefore, the applicants have decided to propose the following supplemental operational adjustments and alternative parking/vehicle options due to the site constraints.

1. Green Solutions:

- a. Provide parking spaces for two (2) on-site neighborhood electric vehicles (golf carts) with one neighborhood electric vehicle provided for motel guests, utilizing dedicated space at the northwest corner of the property, next to the historic structure which is too narrow for a standard or compact parking space.
- b. Condition the project to require that two vehicle free units be provided whenever the property is more than 65% occupied (4 units with vehicles & 2 units vehicle free).
- c. Provide discounts for all occupants of boutique inn that are vehicle free.

In addition to the newly proposed green solutions above, the applicants will continue to provide an electric vehicle charging station and a bicycle rack. The project is conditioned to require a bicycle rack for at least eight (8) bicycles be maintained on-site at all times and that a

minimum of four (4) shared bicycles be provided on-site for motel guests and that the motel promote their availability when making reservations online.

2. Eliminate Ancillary Registration Office/Concierge Services and Provide Alternative Cleaning Solutions
 - a. Utilize local real estate broker and property management firm. The applicants have consulted and confirmed with two local real estate broker/property management firms located within three blocks of the property to provide service to guests and resolve any issues as needed.
 - b. Through eliminating the ancillary registration office/concierge services there will no longer be an employee occupying a parking space.
 - c. The applicants identified two local cleaning services that offer drop off and pick up of cleaning staff.
 - d. Condition the project to require keyless entry for all rooms (see information from Starwood/Marriott).

The applicants request that the project be approved with conditions and operational procedures as set forth above.

Despite the applicant's inability to directly satisfy the Planning Commission's request to provide additional parking, staff believes that the items outlined above will enhance the project and will help manage parking, incentive use of ride share options (Uber, Lyft) and active transportation options such as bicycles and that the project results in sufficient parking with less potential to result in parking impacts.

In addition to the parking options and alternatives assessed above, staff also worked with the applicants to assess the following considerations which include the following:

1. Request for a Variance: Not a viable option due to the four required Variance findings being based upon lot/property constraints and there being exceptional circumstances applicable to the property involved. The property consists of a flat lot which is regular in shape and is comparable in size to other downtown commercial lots.
2. Request for a Zone Change and Land Use Change from commercial to residential use: Staff confirmed through prior zoning maps and zoning codes that the property was never rezoned from a residential to commercial zone. Instead, the prior commercial zoning allowed residential uses on commercially zoned property. For example, in 1943 the entire 10th Street block was zoned C-3 which allowed any use permitted in zones R1, R2, R-3, R-4 or C-2 in addition to various commercial uses. Our current zoning code prohibits newly established residential uses on C-2 zoned lots. Not a viable option for the following reasons:
 - The City's recently adopted General Plan designates the property as Recreational Commercial and intends to preserve commercial land area. Therefore, a request to change the use of the property to commercial would be inconsistent with the City's General Plan.
 - A Zone Change and Land Use change would result in spot zoning and would create an apparent break or disconnect between commercial properties which run the length of the west side of Hermosa Avenue between 16th Court to 9th Court.

** If a Zone Change and Land Use Change were approved then the property would be

re-zoned to R-2 Two-Family Residential which would permit two residential dwelling units and would require a minimum of five parking spaces (2 standard spaces per unit and 1 guest space for every two units) plus replacement parking on-site for any loss of street parking resulting. The project would require a PDP, CUP and Map and the demolition of the front historic structure would require preparation of a focused EIR.

3. Request to demolish, add to or raise the front historic structure would require preparation of a focused EIR and the City Council would need to make a finding of overriding considerations that the demolition and/or modification of the historic structure provides more benefit to the community than preserving it. The California Coastal Commission must review and approve the project prior to the City issuing a building permit. The California Coastal Commission additionally reviews the project for CEQA compliance and would also assess impacts to the historic structure.
4. Request for mixed use development: Not a viable option pursuant to HBMC Section 17.52.050 which states that while a nonconforming use (residential use) exists on any lot, and it is the only use on the lot, no new use (such as office, retail, motel, etc.) may be established thereon even though such other use would be a conforming use. In addition, pursuant to HBMC Section 17.52.020 when a nonconforming use is vacated or discontinued for 90 consecutive days or more, the nonconforming use will be deemed abandoned, and any future use of such building shall comply with the code.

In addition to the above application considerations the applicants and staff worked with the City Building Official and accounted for the following California Building Code (CBC) requirements:

1. The CBC requires that 1 van accessible parking space be provided for every 25 required parking spaces. The van accessible parking space cannot be shared/ utilized by non-handicap vehicles cannot be placed off-site and cannot be provided in tandem.
2. All new construction must comply with current building codes in regards to seismic improvements. Therefore, the front historic structure would be exempt from seismic improvements.
3. All rooms and buildings which have common areas which would be accessed by the general public must meet current ADA codes (CBD Chapter 11). Since the front historic structure does not have common areas such as a registration hall, lobby, food or vending area, the front structure and rooms are exempt from ADA codes (CBD Chapter 11).
4. Energy codes will apply to all new systems or building upgrades the applicants undertake including new lighting, heating and cooling, and similar systems.

Precise Development Plan and Parking Plan Considerations

Staff previously analyzed the project for consistency with the Precise Development Plan (PDP) criteria and Parking Plan considerations in the June 18, 2019 staff report (attached below) and staff's recommendation remains the same. PDP criteria 2 has been revised below based on the updated project proposal along with the Parking Plan analysis section.

2. The amount of existing or proposed off-street parking in relation to actual need: HBMC Section 17.44.210 provides that a Parking Plan may be approved by the Planning Commission to allow for a reduction in the number of spaces required. The applicant shall provide the information necessary to show that adequate parking will be provided for customers, clients, visitors and employees or when located in a vehicle parking district, the applicant shall propose an in-lieu fee

according to requirements of this chapter. Factors such as the following shall be taken into consideration: van pools, bicycle and foot traffic, common parking facilities, varied work shifts, valet parking, unique features of the proposed uses, peak hours of the proposed use as compared with other uses sharing the same parking facilities especially in the case of small restaurants or snack shops in the downtown area or in multitenant buildings, and other methods of reducing parking demand. The applicants request to allow for a reduction in the number of spaces require through payment of parking spaces in-lieu and for use of tandem parking spaces.

Motels require one space for each unit. The proposed project consists of six motel units which require a total of six parking spaces. HBMC Section 17.44.040 (E) 2.b. requires building sites, where buildings will exceed a 1:1 gross floor area to building site area ratio, to provide a minimum of 25% of the required parking on-site with the remaining required parking authorized to be paid through in-lieu fee contributions with approval of a Parking Plan. The proposed project FAR totals 1.14, therefore, a minimum of 2 parking spaces (25% of 6 spaces) must be provided on-site. The proposal complies with code and includes 4 parking spaces on-site with 2 in-lieu spaces requested.

The City, through an agreement with the Coastal Commission as part of our certified Coastal Land Use Plan (LUP) (certified in 1981 and amended as recently as 2004), has an approved parking in-lieu fee program. The basic concept is to allow for the development of smaller properties in the downtown where it is not possible or not practical to provide all required parking on-site. Currently the fee amount is \$28,900 per required parking space not provided on-site. The fee was established by resolution of the City Council and was based on an appraisal completed in July 2006. The in-lieu funds are used to mitigate increased parking demand and funds can be used for future improvements to the City's public parking. The threshold limit was established at 100 parking spaces in 1982 and the City has not yet reached this threshold. Currently 66 in-lieu parking spaces have been approved by the City to date. If the applicant's request to purchase 2 in-lieu spaces is approved, the City's inventory of available in-lieu spaces will be reduced to 32. Once the City reaches the 100 space threshold additional parking must be constructed or, no additional in-lieu parking may be authorized.

A Parking Plan is requested to allow the 6-space parking requirement to be met with 4 on-site spaces (including 1 tandem space) plus fees in lieu for 2 spaces. To provide some context in considering the request for approval of 2 in-lieu spaces, the following is a list of the largest in-lieu parking requests approved by the City to date. The current inventory of all City-approved in-lieu parking spaces is attached to the June 18th staff report.

- 20 spaces at 1301 Hermosa Avenue;
- 16 spaces at 906-910 Hermosa Avenue;
- 13 spaces at Pier Plaza;
- 7 spaces at 1429 Hermosa Avenue;
- 5 spaces at 51 Pier Avenue; and
- 5 spaces at 117 Pier Avenue.

The property is located within the Downtown District where the General Plan emphasizes and supports the following parking design goals: A park-once district that allows centralized, *shared parking facilities* providing pedestrian connections at multiple destinations; and *parking should be provided off-site through public or private shared parking facilities*, with any on-site parking situated to the rear of the buildings and/or hidden and screened.

General Plan Mobility Goal 4 aims to provide *innovative parking supply solutions which will be used to provide a variety of services tailored to different users in addition to adopting policies that will incentivize targeted business and commercial development of shared parking solutions*. Policy 4.1 aims to facilitate park-once and shared parking policies among private developments that contribute to a shared parking supply and interconnect with adjacent parking facilities.

Additionally, a bicycle rack accommodating eight bicycles is proposed to be located near the southeast corner of the existing structure. The project is conditioned to require that a bicycle rack, for at least eight (8) bicycles, be maintained on-site at all times and that a minimum of four (4) shared bicycles be provided on-site for motel guests and that the motel promote their availability when making reservations online.

The applicants additionally propose to provide green solutions which include providing two (2) on-site neighborhood electric vehicles (golf carts) at the northwest corner of the property, requiring that two vehicle free units be provided whenever the property is more than 65% occupied (4 units with vehicles & 2 units vehicle free) and that discounts be provided for all occupants of the boutique inn that are vehicle free.

The applicants are also proposing to eliminate and replace the ancillary registration office/concierge room with the room serving as additional living room area and to provide alternative cleaning solutions. The applicants propose to utilize a local real estate broker and property management firm and the applicants have consulted and confirmed with two local real estate broker/property management firms located within three blocks of the property to provide service to guests and resolve any issues as needed. Through eliminating the ancillary registration office/concierge services there will no longer be an employee occupying a parking space. In addition, the applicants identified two local cleaning services that offer drop off and pick up of cleaning staff thereby making on-site spaces available to motel guests. The applicants also propose that the motel require keyless entry for all rooms.

Peak parking demand for hotel/motel uses typically occurs during overnight hours from 9:00 p.m. to 10:00 a.m. daily. Motel uses have peak times which coincide with times of the week where public parking is more available when compared to general retail and office uses. The nearest public surface parking lot, which contains 130 parking spaces, is located approximately 1 block (300 feet) away at 1101 Hermosa Avenue (Lot A) . Lot B contains 37 parking spaces and is located north of 13th Court; between Hermosa Avenue and Beach Drive, and is approximately two and a half blocks (750 feet) away. The public parking structure containing 261 parking spaces located at 13th Street and Hermosa Avenue (Lot C) is located approximately 3 blocks (900 feet) away. The overall public parking lot occupancy for Lots A, B and C is between 79% to 95% during weekday evenings and weekend afternoons. Public parking spaces are provided throughout the Downtown, which is located within Zone 2 of the Coastal Zone public parking supply (between 16th Street and 8th Street and as far east as Ardmore Avenue). In Zone 2, through a combination of public parking lots and metered street parking spaces, occupancy rates range between 51% and 62% during weekday evenings and weekend afternoons.

Pursuant to HBMC Section 17.58.030.C. Criteria for Denial, denial of a PDP is appropriate when:

1. The proposed development would substantially depreciate property values in the vicinity or

interfere with the use or enjoyment of property in such area, because of excessive dissimilarity or inappropriateness of design in relation to the surrounding vicinity, and there are no known conditions of approval which can be imposed that could resolve such problems;

2. The proposed development would have significant environmental adverse impacts which are not mitigable, and where the finding of overriding considerations cannot be made.

Staff believes that the proposed project design, which preserves the historic structure as a motel unit and maintains the charm and scale along the 10th Street frontage and historic district, and construction of a detached five-unit three-story motel building with a ground floor pedestrian oriented frontage provides visitor accommodations to Hermosa Beach and does not detract from the use or enjoyment of property in the vicinity. The development is consistent and complimentary to the surrounding area and mixture of residential and commercial uses. The project meets and exceeds code and the applicants have incorporated measures such as green solutions and elimination of the ancillary registration office while providing off-site property management services and cleaning services with drop off and pick up only to additionally ensure compatibility and to mitigate parking concerns. The project has been appropriately conditioned and designed to ensure a reasonable level of quality, compatibility, in harmony with the community's social, economic and environmental objectives, and to protect existing and potential developments, and uses on adjacent and surrounding property. Therefore, the project is not anticipated to substantially depreciate property values in the vicinity or interfere with the use or enjoyment of property in such area. In addition, the proposed project has undergone comprehensive environmental review through preparation of a Mitigated Negative Declaration and Historical Resources Report and the project has been conditioned to mitigate potential vibration impacts to the adjacent property. As designed and conditioned the project mitigates any significant environmental adverse impacts.

Parking Plan

HBMC Section 17.44.210 provides that a Parking Plan may be approved by the Planning Commission to allow for a reduction in the number of spaces required through payment of parking spaces in-lieu and for use of tandem parking spaces. Motels require one space for each unit. The proposed project will consist of six motel units which requires a total of six parking spaces.

Alternative transportation options for motel occupants which may provide parking relief, include ride sharing services (Uber and Lyft) and bus lines 130 and 109 which have stops along Hermosa Avenue. The Parking Analysis conducted for the proposed Strand and Pier Hotel project (11 and 19 Pier Ave., 1250 and 1272 The Strand, and 20, 30, and 32 13th St.), indicated through traffic counts for the Beach House Hotel (containing 96 rooms) that during the Friday evening peak hour (June 23, 2017), there were 12 Uber/Lyft trips (approximately 35% of the total trips) which suggests that a large portion of motel guests may arrive via Uber/Lyft. A link to the City's Downtown Rideshare Zones is attached and contains additional information.

The environmental determination and General Plan consistency analysis and findings remain substantially the same as provided in the June 18, 2019 report. The resolution findings have been updated to reflect the updated project and conditions of approval have been added to reflect the current proposal and to ensure compatibility with the surrounding area and to mitigate parking concerns.

Summary:

Based on the analysis above, staff finds that the revised project which proposed 6 motel units with 4 on-site tandem parking spaces, an ADA parking space and 2 neighborhood electric vehicle (golf cart) spaces, bicycle racks and supplied bicycles and payment of 2 parking spaces in-lieu, while removing the ancillary registration office and providing off-site management services in addition to green solutions and pick-up and drop off cleaning services responds to and addresses the Commission's concerns expressed at their July 17, 2018 meeting that led to the previous project being denied and at their June 18, 2019 meeting which lead to the item being continued. The proposed Precise Development Plan 19-2 and Parking Plan 19-2, as conditioned, are consistent with applicable sections of the Hermosa Beach Municipal Code and PLAN Hermosa. Staff recommends the Planning Commission adopt the attached resolutions approving the PDP and Parking Plan and adopting the Mitigated Negative Declaration.

Attachments:

1. Applicant Letter
2. Exhibit of Site Parking and Vehicle Access Constraints
3. Link to the June 18, 2019 Staff Report and Attachments including plans
<http://hermosabeach.legistar1>
4. Draft Resolution of Approval for Proposed Precise Development Plan
5. Draft Resolution of Approval for Proposed Parking Plan
6. Draft Denial Resolution for Proposed PDP and Parking Plan
7. PC Reso 18-23 Denying Prior 70 10th Street Project
8. Public Notification 500 Foot Radius Map
9. Public Notification Legal Posters
10. Public Comment Letter- Carol James

Respectfully Submitted by: Nicole Ellis, Associate Planner
Approved: Ken Robertson, Community Development Director