

**CITY OF REDONDO BEACH  
PLANNING COMMISSION AGENDA  
Thursday, May 20, 2021**

**THIS VIRTUAL MEETING IS HELD PURSUANT TO EXECUTIVE ORDER N-29-20 ISSUED BY  
GOVERNOR NEWSOM ON MARCH 17, 2020.**

**REGULAR MEETING OF THE PLANNING COMMISSION - 7:00 PM**

**ALL COMMISSION MEMBERS ARE PARTICIPATING BY VIRTUAL  
MEETING. MEMBERS OF THE PUBLIC MAY ONLY PARTICIPATE BY  
ZOOM, EMAIL OR eCOMMENT.**

Planning Commission meetings are broadcast live through Spectrum Cable, Channel 8, and Frontier Communications, Channel 41. Live streams and indexed archives of meetings are available via internet. Visit the City's office website at [www.Redondo.org/rbtv](http://www.Redondo.org/rbtv).

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TO JOIN ZOOM MEETING (FOR PUBLIC COMMENT ONLY):

Register in advance for this meeting using the following link:

[https://us02web.zoom.us/webinar/register/WN\\_4j0OiT6\\_S0eJd36U-jTbXg](https://us02web.zoom.us/webinar/register/WN_4j0OiT6_S0eJd36U-jTbXg)

Registration is required. After registering, you will receive a confirmation email containing information about joining the meeting. If you are participating by phone, be sure to provide your phone # when registering. You will be provided a Toll Free number and a Meeting ID to access the meeting. Note; press # to bypass Participant ID. Attendees will be muted until the public participation period is opened. When you are called on to speak, press \*6 to unmute your line. Note, comments from the public are limited to 3 minutes per speaker.

eCOMMENT: COMMENTS MAY BE ENTERED DIRECTLY ON WEBSITE AGENDA PAGE:

- 1) Public comments can be entered before and during the meeting.
- 2) Select a SPECIFIC AGENDA ITEM to enter your comment;
- 3) Public will be prompted to Sign-Up to create a free personal account (one-time) and then comments may be added to each Agenda item of interest.
- 4) Public comments entered into eComment (up to 2200 characters; equal to approximately 3 minutes of oral comments) will become part of the official meeting record. Comments may be read out loud during the meeting.

EMAIL: TO PARTICIPATE BY WRITTEN COMMUNICATION BEFORE 3PM DAY OF MEETING:

Written comments pertaining to matters listed on the posted agenda received after the agenda has been published will be added as Blue Folder items under the relevant agenda

item. Send written comments to [PlanningRedondo@redondo.org](mailto:PlanningRedondo@redondo.org) by no later than 3:00PM the day of the meeting.

## **REGULAR MEETING OF THE PLANNING COMMISSION - 7:00 PM**

### **A. CALL TO ORDER**

### **B. ROLL CALL**

### **C. SALUTE TO THE FLAG**

### **D. APPROVE ORDER OF AGENDA**

### **E. BLUE FOLDER ITEMS - ADDITIONAL BACK UP MATERIALS**

*Blue folder items are additional back up material to administrative reports and/or public comments received after the printing and distribution of the agenda packet for receive and file.*

#### **E.1. [RECEIVE AND FILE BLUE FOLDER ITEMS - Placeholder for Blue Folder items](#)**

### **F. CONSENT CALENDAR**

*Business items, except those formally noticed for public hearing, or those pulled for discussion are assigned to the Consent Calendar. The Commission Members may request that any Consent Calendar item(s) be removed, discussed, and acted upon separately. Items removed from the Consent Calendar will be taken up under the "Excluded Consent Calendar" section below. Those items remaining on the Consent Calendar will be approved in one motion. The Chair will call on anyone wishing to address the Commission on any Consent Calendar item on the agenda, which has not been pulled by the Commission for discussion. Each speaker will be permitted to speak only once and comments will be limited to a total of three minutes.*

#### **F.1. [APPROVE AFFIDAVIT OF POSTING OF THE PLANNING COMMISSION REGULAR MEETING OF MAY 20, 2021](#)**

#### **F.2. [APPROVE MINUTES OF THE PLANNING COMMISSION REGULAR MEETINGS OF MARCH 18, 2021 AND APRIL 15, 2021](#)**

#### **F.3. [RECEIVE AND FILE PLANNING COMMISSION REFERRALS TO STAFF UPDATE](#)**

### **G. EXCLUDED CONSENT CALENDAR ITEMS**

### **H. PUBLIC PARTICIPATION ON NON-AGENDA ITEMS**

*This section is intended to provide members of the public with the opportunity to comment on any subject that does not appear on this agenda for action. This section is limited to 30 minutes. Each speaker will be afforded three minutes to address the Commission. Each speaker will be permitted to speak only once. Written requests, if any, will be considered first under this section.*

#### **H.1. [RECEIVE AND FILE WRITTEN COMMENTS FOR THE PLANNING COMMISSION ON NON-AGENDA ITEMS](#)**

### **I. EX PARTE COMMUNICATION**

*This section is intended to allow all officials the opportunity to reveal any disclosure or ex parte communication about the following public hearings.*

### **J. PUBLIC HEARINGS**

#### **J.1. [PUBLIC HEARING FOR CONSIDERATION OF AN EXEMPTION DECLARATION, CONDITIONAL USE PERMIT, PLANNING COMMISSION DESIGN REVIEW, AND](#)**

VARIANCE TO ALLOW THE INSTALLATION AND OPERATION OF A HYDROGEN FUELING STATION WITH A REDUCTION IN THE PARKING REQUIREMENT FOR AN EXISTING AUTOMOBILE SERVICE STATION ON PROPERTY LOCATED WITHIN A COMMERCIAL (C-2) ZONE.

APPLICANT: FIELDER GROUP

ADDRESS: 2714 ARTESIA BOULEVARD

CASE NOS: CUP-2021-01; PCDR-2021-01; VAR-2021-01

RECOMMENDATION:

1. Open public hearing and administer oath;
2. Take testimony from staff, applicant, and interested parties;
3. Close public hearing and deliberate; and
4. Adopt a resolution by title only approving the request subject to the findings and conditions contained therein;

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF REDONDO BEACH, CALIFORNIA, APPROVING AN EXEMPTION DECLARATION, CONDITIONAL USE PERMIT, PLANNING COMMISSION DESIGN REVIEW, AND VARIANCE TO ALLOW THE INSTALLATION AND OPERATION OF A NEW HYDROGEN FUELING STATION AND RELATED EQUIPMENT WITH A REDUCTION IN THE PARKING REQUIREMENT AT AN EXISTING SERVICE STATION ON PROPERTY LOCATED WITHIN A COMMERCIAL (C-2) ZONE AT 2714 ARTESIA BOULEVARD

**CONTACT:** STACEY KINSELLA, ASSOCIATE PLANNER

**J.2.** PUBLIC HEARING FOR CONSIDERATION OF AN EXEMPTION DECLARATION AND VARIANCE FOR A REDUCED REAR YARD SETBACK TO CONSTRUCT A NEW ATTACHED TWO-CAR GARAGE, WITH A SECOND-STORY ADDITION ABOVE, ON PROPERTY LOCATED IN A LOW-DENSITY MULTIPLE-FAMILY RESIDENTIAL (R-2) ZONE.

APPLICANT: STEWART AND CHIKAKO HOFFMAN

ADDRESS: 2323 CLARK LANE

CASE NO: VAR-2021-02

RECOMMENDATION:

1. Open public hearing and administer oath;
2. Take testimony from staff, applicant, and interested parties;
3. Close public hearing and deliberate;
4. Adopt a resolution by title only approving the request subject to the findings and conditions contained therein;

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF REDONDO BEACH, CALIFORNIA, APPROVING AN EXEMPTION DECLARATION AND GRANTING THE REQUEST FOR A VARIANCE TO ALLOW THE CONSTRUCTION OF A NEW TWO-CAR GARAGE WITH A SECOND-STORY ABOVE ATTACHED TO THE MAIN RESIDENCE ON PROPERTY LOCATED WITHIN A LOW-DENSITY, MULTIPLE-FAMILY RESIDENTIAL (R-2) ZONE AT 2323 CLARK LANE.

**CONTACT:** ANTONIO GARDEA, SENIOR PLANNER

- K. ITEMS CONTINUED FROM PREVIOUS AGENDAS**
- L. ITEMS FOR DISCUSSION PRIOR TO ACTION**
- M. ITEMS FROM STAFF**
- N. COMMISSION ITEMS AND REFERRALS TO STAFF**
- O. ADJOURNMENT**

*The next meeting of the Redondo Beach Planning Commission will be a regular meeting to be held at 7:00 p.m. on Thursday June 17, 2021, in the Redondo Beach Council Chambers, at 415 Diamond Street, Redondo Beach, California via teleconference.*

*It is the intention of the City of Redondo Beach to comply with the Americans with Disabilities Act (ADA) in all respects. If, as an attendee or a participant at this meeting you will need special assistance beyond what is normally provided, the City will attempt to accommodate you in every reasonable manner. Please contact the City Clerk's Office at (310) 318-0656 at least forty-eight (48) hours prior to the meeting to inform us of your particular needs and to determine if accommodation is feasible. Please advise us at that time if you will need accommodations to attend or participate in meetings on a regular basis.*

*An agenda packet is available 24 hours at [www.redondo.org](http://www.redondo.org) under the City Clerk.*





# Administrative Report

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E.1., File # PC21-2486

Meeting Date: 5/20/2021

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**TITLE**

RECEIVE AND FILE BLUE FOLDER ITEMS - Placeholder for Blue Folder items

## **BLUE FOLDER ITEM**

*Blue folder items are additional back up material to administrative reports and/or public comments received after the printing and distribution of the agenda packet for receive and file.*

### **PLANNING COMMISSION MEETING May 20, 2021**

#### **F.2. APPROVE MINUTES OF THE PLANNING COMMISSION REGULAR MEETINGS OF MARCH 18, 2021 AND APRIL 15, 2021**

- Revised draft minutes of March 18, 2021

**A. CALL MEETING TO ORDER**

A Virtual Meeting of the City of Redondo Beach Planning Commission was called to order by Chair Elder at 7:00 p.m.

**B. ROLL CALL**

Commissioners Present: Hinsley, Toporow, Strutzenberg, Ung, Godek, Berg, Chair Elder

Officials Present: Brandy Forbes, Community Development Director  
Sean Scully, Planning Manager  
Lina Portolese, Planning Analyst

**C. SALUTE TO THE FLAG**

Commissioner Strutzenberg led in the Salute to the Flag.

**D. APPROVAL OF ORDER OF AGENDA**

Motion by Commissioner Strutzenberg, seconded by Commissioner Toporow, to approve the Order of Agenda, as presented. Motion carried unanimously (7-0), by roll call vote.

**E. BLUE FOLDER ITEMS – ADDITIONAL BACK UP MATERIALS**

**E.1 Receive and File Blue Folder Items**

Motion by Commissioner Strutzenberg, seconded by Commissioner Toporow, to receive and file Blue Folder Items. Motion carried unanimously (7-0), by roll call vote.

Commissioner Strutzenberg referenced the Appellant's Clarification to the Administrative Report and wanted to make sure Members of the Commission were able to read them.

**F. CONSENT CALENDAR**

**F.1 Approve Affidavit of Posting of Planning Commission Regular Meeting of March 18, 2021**

**F.2 Approve Minutes of the Regular Planning Commission meeting of January 21, 2021**

**F.3 Receive and File Planning Commission Referrals to Staff Update**

Commissioner Hinsley pulled Item No. F.3. from the Consent Calendar for separate

consideration.

Planning Analyst Lina Portolese announced there were no e-Comments or written communications received regarding the Consent Calendar.

Motion by Commissioner Strutzenberg, seconded by Commissioner Toporow, to approve Items No. F.1. and F.2. of Consent Calendar. Motion carried unanimously (7-0), by roll call vote.

## **G. EXCLUDED CONSENT CALENDAR ITEMS - None**

### **G.1. (F.3.) Receive and File Planning Commission Referrals to Staff Update**

Commissioner Hinsley referenced the Brown Act Review and noted the item has been completed.

Community Development Director Brandy Forbes added that the Commission decided to remove those items from the list, that have been completed.

Motion by Commissioner Hinsley, seconded by Commissioner Strutzenberg, to approve Item G.1. Motion carried unanimously (7-0), by roll call vote.

## **H. PUBLIC PARTICIPATION NON-AGENDA ITEMS**

### **H.1 Receive and File Written Communications for the Planning Commission on Non-Agenda Items**

Holly Osborne, Resident, referenced review of ADU regulations in 2019, changes in ADU setbacks and noted Legislative Bill SB 765 will allow a return to previous setbacks (5' in Redondo Beach).

Planning Analyst Lina Portolese announced there were no e-Comments and no other members of the public wishing to speak.

## **I. EX PARTE COMMUNICATIONS - None**

Commissioner Berg reported speaking to the appellants and visiting their property.

Commissioner Ung reported speaking with Commissioner Hinsley regarding the materials that were presented.

Commissioner Hinsley reported speaking with Commissioner Ung, the applicant, adjacent neighbors to the rear, and staff, and reported visiting the subject property.

Commissioner Strutzenberg reported meeting with the appellants at their property, with the complainants at their property, and noted speaking with Chair Elder, Director Forbes, and Chief Building Inspector Michael Ross.

Commissioner Godek reported meeting with the appellants at their property, and speaking with staff and Chair Elder.

Chair Elder reported Commissioner Godek asked for direction as to whether she could reach out to the appellants. Commissioner Godek clarified that was the reason for reaching out to both Chair Elder and to staff.

Chair Elder reported meeting with the appellants at their property, speaking with the adjacent neighbors behind, other neighbors that signed-off, staff, and Commissioner Strutzenberg.

## **J. PUBLIC HEARINGS**

### **J.1 Public Hearing for consideration of an appeal of the Administrative Design Review decision denying the request to construct an accessory structure attached to the main home within the rear setback of the rear unit of an existing 2-unit residential condominium development on property located within a Low-Density Multiple-Family Residential (R-2) zone.**

APPLICANT: Matthew and Cory Sufnar  
PROPERTY OWNER: Same as applicant  
PROPERTY ADDRESS: 2015 Speyer Lane Unit B

#### **RECOMMENDATION:**

- 1) Open public hearing and administer oath;
- 2) Request Staff presentation;
- 3) Request appellant's presentation;
- 4) Take further testimony from staff, the appellant, and the public, and deliberate;
- 5) Close the public hearing;
- 6) Adopt by title only a Resolution of the Planning Commission of the City of Redondo Beach, California, denying an appeal and upholding the Administrative Design Review decision denying the request for an accessory structure attached to the rear elevation of the main home within the rear setback of the rear unit of an existing 2-unit residential condominium development on property located within a Low-Density Multiple-Family Residential (R-2) zone at 2015 Speyer Lane Unit B;

OR

- 7) Adopt by title only a Resolution of the Planning Commission of the City of Redondo Beach, California, upholding an appeal of the Administrative Design Review decision and granting the request for an accessory structure attached to the rear elevation of the main home within the rear setback of the rear unit of an existing 2-unit residential condominium development on property located within a Low-Density Multiple-Family Residential (R-2) zone at 2015 Speyer Lane Unit B

**CONTACT:** LINA PORTOLESE, PLANNING ANALYST

Motion by Commissioner Toporow, seconded by Commissioner Strutzenberg, to open the Public Hearing. Motion carried unanimously (7-0), by roll call vote.

The Chair administered the oath to those members of the public wishing to speak on this item.

Planning Analyst Lina Portolese presented details of the Administrative Report; summarized the subject site; addressed zoning, surrounding properties, setbacks, project background, code enforcement issues, first site plan approvals, second site plan approval, the last site approval, Administrative Design Review applications submitted for a decision by the Community Development Director which were both denied and the grounds for denial, Accessory Structures versus Architectural Features, and staff recommendation.

Commissioner Ung noted a typo in staff's PowerPoint presentation on the next to last slide, which was intended to say does "not" comply.

In response to Commissioner Strutzenberg, Planning Analyst Portolese confirmed that the bullet points listed in the Accessory Structures slide are policies, but not the actual the code.

In response to Commissioner Berg regarding other structures noted in the applicant's materials, Planning Analyst Portolese stated that staff would need to research the permit history on each individual property to determine if the structure in question was non-permitted or was approved at a different time under a different code and might be legal non-conforming.

Commissioner Hinsley commented on the current accessory structure code and is not pleased with what it allows.

In response to Commissioner Hinsley regarding the 9-foot limit for pergolas versus the taller height limit for accessory structures, Planning Analyst Portolese explained that the 9-foot limit applies to architectural projections, which are allowed to be attached to the home. If the structure exceeds 9-feet, then it falls in the category of an accessory structure, which has a different set of standards, but must be separated at least 5-feet from the home. A pergola over 9-feet in height would be classified an accessory structure rather than an architectural projection, since architectural projections are limited to 9-feet in height.

In response to Commissioner Godek, Planning Analyst Portolese stated she was uncertain of why the fireplace structure was first proposed at 9-feet and then reduced down to 4-feet on the second proposal. Planning Analyst Portolese stated that after Planning approval occurs, property owners are directed to obtain Building Division approval, and it was after the Building Division reviewed the 9-foot proposal that the property owners returned to Planning with a revised site plan with the fireplace at only 4-feet. Planning Analyst Portolese stated she was not privy to what occurred during the Building phase of the review.

Community Development Director Forbes stated that when a masonry structure exceeds a certain height limit, structural engineered drawings are required. In addition, the change out of the sliding glass door also required structural drawings.

In response to Commissioner Berg whether the only item not permitted is the roof structure, Planning Analyst Portolese clarified that permits have been issued for the sliding glass door, the fireplace structure, and gas lines only. She further clarified that the 6-inch concrete slab does not require a permit.

In response to Commissioner Berg, Planning Analyst Portolese stated that the City does not have a tree preservation ordinance, therefore the property owners are not required to keep trees that were planted by the developer as a requirement at the time of construction.

Community Development Director Forbes added to the reply of Commissioner Berg's previous question, that the roof element also has electrical that has not been permitted and that the structure is over the certain height that may trigger structural review.

Cory Sufnar, Applicants, reported on the process and challenges related to the COVID-19 pandemic; referenced the City's General Plan; discussed Building Codes related to accessory structures in residential zones and felt they comply with Building Code 1-2.402. Ms. Sufnar addressed support from adjacent neighbors, precedent, key benefits to owners and residents and project background; showed a comparison of the previous and current structures; spoke about removal of trees; noted the five feet between buildings has no impact to neighbors and displayed photos of the current backyard.

Matthew Sufnar, Applicant, presented a matrix of Building Code 10.2.1500 compliance assessment; noted their accessory structure is fully compliant with the Code; stated an alternate structure code would be allowable; reported there are no impediments around the perimeter of the house; addressed an owner/neighbor benefits analysis of the accessory structure and discussed adjacent and block residential support for the project.

Ms. Sufnar continued with the presentation noting project rationale for the project and spoke about multiple complaints to the City, from the rear neighbor, and reported the neighbors have not contact them (Sufnars) directly to address concerns.

Mr. Sufnar provided examples of existing neighborhood precedent; discussed existing neighborhood maintenance and Code violations and suggested systemic abuse of City resources by the rear resident.

Ms. Sufnar presented an interpretation of Resolution 8913; provided a rebuttal of claims by the rear resident against the accessory structure and urged the Planning Commission to support the mission statement of the City and approve their project.

Chair Elder invited members of the public to address the Commission on this item.

Mike Goldstein spoke in support of the applicants and the project and reported they have been targeted and harassed by the rear neighbors.

Kerry Bosse expressed support for the applicants and their project.

William Errett expressed support for the applicants and their project.

Trey and Varina Moore expressed support for the applicants and their project.

Lynette Vandever referenced an eComment she submitted earlier and spoke in support of the

applicants and their project.

Lisa Russell spoke in support of the applicants and their project.

Jens Wessel spoke in support of the applicants and their project.

Jean Leary expressed support of the applicants and their project.

Greg and Jennifer Danylyshyn spoke in support of the applicants and their project.

Christine and Jim Abramowski expressed support for the applicants and their project.

John and Shannon Semizian expressed support for the applicants and their project.

Lisa Agabian spoke in opposition to the project; stated the applicants proceeded with the project without obtaining appropriate permits; stated the applicants defied City orders to stop work; listed negative impacts of the project; requested additional speaking time and referenced a presentation she submitted earlier, and which is included in the agenda packet.

Motion by Commissioner Hinsley, seconded by Commissioner Ung, to extend the speaker's time by 3 minutes. Motion carried unanimously.

Ms. Agabian continued addressing negative impacts of the project; believed approval of the project will set precedent; referenced documents submitted under Blue Folder Items and requested the Commission deny the appeal.

Motion by Commissioner Hinsley, seconded by Commissioner Strutzenberg, to extend the speaker's time by 3 minutes. Motion carried unanimously.

Ms. Agabian spoke in rebuttal to the applicants' project; alleged the appellants have broken the law and that the project encroaches on their property and lowers their property value; reported the applicants have used intimidation tactics and spread untruths about them and spoke about decreased privacy;

Motion by Commissioner Hinsley, seconded by Commissioner Berg, to extend the speaker's time by one additional minute. Motion carried unanimously.

Ms. Agabian reported they have endured personal attacks by the applicants.

Andrew Galves stated his only concern about the structure is whether it was built to safety codes; spoke in support of the applicants and the project and hoped a mutual solution can be reached.

Paige Howe expressed support for the applicants and their project and spoke about constant harassment by rear neighbors.

Bruce Bernard stated this is a Code Enforcement issue; reported stop work orders were not followed by the applicants; suggested the contractor should have explained the requirement for



permits before starting construction; noted the outdoor living space requirement is 450 square feet, not 400 square feet; comment in drainage issues; discussed the roof and fireplace as two accessory structures; claimed the project reduces adjacent property values;

Motion by Commissioner Hinsley, seconded by Commissioner Berg, to extend the speaker's time by one additional minute. Motion carried unanimously.

Mr. Bernard urged the Commission to deny the appeal.

Planning Analyst Portolese read and the following eComments:

Susan Corey in support of the applicants and their project.  
Lynette Vandever in support of the applicants and their project.  
Kristina Cleland in support of the applicants and their project.  
Laura Grabher in support of the applicants and their project.  
Marshall and Diana Gelb in support of the applicants and their project.  
William Stock in opposition to the applicants and their project.  
Lori Boggio in support of the applicants and their project.  
Jasmine Rassekh in support of the applicants and their project.  
Dondi Kingsbury in support of the applicants and their project.  
Stephanie Todd in support of the applicants and their project.

Planning Analyst Portolese announced there were no other public or eComments.

In reply to Commissioner Hinsley's question, Community Development Director Forbes stated that the missing 5' setback would be between the main dwelling unit and the accessory structure's support. She further clarified that the roof is allowed to have an eave projection of 30-inches into the 5-foot separation, the separation is taken from the support structure of the roof. She further clarified to Commissioner Hinsley's question regarding posts, that the 5-foot separation would be from the posts to the dwelling unit, and the roof could have an overhang into that separation.

Commissioner Hinsley asked for clarification as to why the first application for an Administrative Design Review was denied in December due to the structure being taller than 9-feet if the structure's height still complies with the accessory structure height limit. Director Forbes clarified that the first denial was on the request for an architectural projection, not an accessory structure. The code limits architectural projections to only 9-feet.

Director Forbes further clarified that being over 9-feet, it can be considered an accessory structure but that then there is the separation requirement.

Director Forbes made note of the blue folder item and stated that staff consulted with the City Attorney's office regarding interpretation of code section 10-2.401(g) that states article and section headings are not deemed to limit or modify the scope or intent of a section, and that even though the accessory structure section heading states buildings, the following sentence does include accessory structures. City Attorney's office confirmed the intent would be for the separation requirement to also apply to accessory structures.

Commissioner Hinsley stated he agreed with staff's interpretation of the of the section.

In response to Commissioner Hinsley, Director Forbes confirmed that the back (north) side of the structure complies with code, the issue is the distance between the structure and main dwelling unit.

Commissioner Hinsley reference Bruce Bernard's public comment and asked whether an accessory structure reduces outdoor living space. Planning Manager Scully explained at least 50% must be open to the sky to count as outdoor living space. He stated the minimum required outdoor living space in this zone is 450 square feet, and at least half must be open to the sky.

In response to Commissioner Hinsley's question as to whether an accessory structure can take up outdoor living space, Planning Manager Scully stated the outdoor living space provision must still be met. Commissioner Hinsley noted he did not see outdoor living space noted in the denial.

Commissioner Strutzenberg asked to clarify if the issue being considered is that only the roof, which is part of the accessory structure does not comply with the 5-foot setback.

Director Forbes stated that the application was for an accessory structure that does not have the 5-foot separation, which Planning staff could not permit.

In response to Commissioner Strutzenberg's question regarding if there are any other issues that still need approval such as electrical, Director Forbes stated that once the Planning process is complete, the property owners would have to go through an after-the-fact process to bring the structure into conformance with Building Codes and securing the appropriate permits, which would include electrical for the heaters and lights and structural component permits.

Commissioner Strutzenberg clarified that the issue currently at hand is for the 5-foot setback. Director Forbes confirmed that was correct.

Commissioner Strutzenberg diagramed his understanding of what would be allowed, showing two new posts on the either side to the ground 5-feet away from the house and the roof detached from the house with a 30-inch eave overhang, and another 30-inch eave overhang protruding from the rear wall of the main house, so that the overhangs are almost touching. Director Forbes confirmed that design would be acceptable per the code.

Commissioner Strutzenberg stated that the way the structure is currently built fully attached to the studs or joists of the house seems more sturdy than what would be allowed by code on two posts. He commented that the solution which meets the letter of the code is not much different than what is built.

In response to Commissioner Strutzenberg, Planning Manager Scully confirmed the property still meets the outdoor living space requirement.

Commissioner Strutzenberg noted the need to work on the language in the accessory structures code.

Community Development Director Forbes pointed out the City Attorney's office acknowledged the section of the code, but also acknowledged the section of the code that gives the ability to the Community Development Director to interpret the code.

Commissioner Toporow reaffirmed Commissioner Strutzenberg's point of the ability of the eaves to be so close, and that it's semantics and interpretation.

Commissioner Hinsley referenced a Blue Folder Item regarding proposed modifications, submitted by Ms. Agabian for more privacy; noted the suggested 6' separation is not a requirement of the fireplace or the roof and asked about the opponents' biggest concern.

Ms. Agabian reported their biggest concerns are a negative impact to property values and noise; stated they planted several trees on the north side of their yard and explained they are waiting for resolution of this issue before they decide what to do with their yard.

Ms. Agabian added their concerns include decreased property values, noise, trees, privacy, and runoff.

Commissioner Hinsley asked whether the appellants would be open to accommodations and Ms. Sufnar stated they would be open to any reasonable solution.

Chair Elder asked about the property line in relation to the fence and noted there is an offset in the fences. Planning Analyst Portolese indicated the original property line is in the City's archives but may not include any modifications since initial construction.

Ms. Sufnar noted there is a Denn Engineering report on record from when the property was developed, but the current measurement seems shy of the required setback by 1 ½ feet, as from the house to the fence is 13.5-feet.

Chair Elder hoped to find a reasonable compromise and thanked everyone participating. In response to his question,

Commissioner Strutzenberg noted from his visit to the site the offset in the backyard fences and opined there may have been a concession as it appears the retaining wall and fence are fully on the applicants' property, therefore the structure is not right at a zero lot line, which they could have done.

In response to Chair Elder, Ms. Sufnar stated they would be open to adding rain gutters to address runoff.

Community Development Director Forbes added the gutters would have to drain unto their property and not the rear neighbors' property.

Mr. Agabian reported the fence is all on the Sufnar's property including the retaining wall and reported there is a 6-inch offset where the fence juts south onto their property. He stated the addition of rain gutters should help.

Commissioner Ung inquired whether if the Community Development Director's Decision is upheld by the Planning Commission, what other alternatives are available such as a Variance, short of removing or modifying the structure. Director Forbes stated if the decision is upheld, there are very strict criteria for Variances, so the structure would likely need to be modified, but not fully torn down.

Commissioner Ung agreed with Commissioner's Strutzenberg's example that it may meet the intent of the code but result in a worse design. He asked if there would be a way to still uphold the Director's decision but maintain the better design of the structure.

Director Forbes stated her decision must be based on what the code says, and whether a Variance is the correct mechanism for the owners' to move forward with the current design, she's uncertain the strict findings could be made to support a variance.

Planning Manager Scully stated the findings would not be tenable, specifically that there is nothing unique about the property which is a criteria, this property is in line with all adjacent properties, in which case it would be granting a special privilege which is not allowed.

Chair Elder agreed that the design that would be allowed by code would be almost the same to what is built. He warned against the hazard of continuing building something when there's been stop work orders issued and that may not comply with code, and that regardless of the outcome, this project would still have to pass inspection, which is challenging after something's been built rather than during construction when studs and electrical are exposed. Inspection of a completed project will often involve having to tear out portions of the structure to see the components, and involve costly repairs.

In response to Commissioner Hinsley's question regarding the blanks in the draft resolutions, Director Forbes explained staff provided the Commission two resolutions to consider. The first upholds the decision with staff's recommended findings. The alternative resolution would need the Commission's own findings to support the project. She noted the Commission would have to make specific findings and is able to add conditions of approval.

Motion by Commissioner Hinsley, seconded by Commissioner Godek, to allow Ms. Agabian another 2 minutes to address the Commission. Motion carried unanimously.

In response to Ms. Agabian's question regarding outdoor living space having to be open to the sky, Director Forbes clarified 50% of the total required 450 square feet would need to be open to the sky. Planning Manager Scully the property may be 35-feet short of the requirement, and if the structure is reduced by 2 ½ then the requirement can still be met.

In reply to Commissioner Berg's question, Planning Manager Scully reported that you cannot have more than 50% of the required open space, covered.

In response to Commissioner Hinsley, Planning Manager Scully stated the area under the roof is included in the 450-square foot total calculation, and that 50% of that 450-square foot total needs to be open to the sky.

Ms. Sufnar stated the structure only covers 38% of the outdoor living space and is well below

the threshold.

Commissioner Strutzenberg referred to the outdoor living space code 10-2.1510, paragraph (c)(1)(a) stating open to the sky for 50% of their “actual” area. He opined that in this case the property does comply.

Planning Manager Scully reviewed the language, and then confirmed that the actual area of the backyard is roughly 675-square feet, so the property complies in terms of outdoor living space.

Motion by Commissioner Strutzenberg, seconded by Commissioner Toporow, to close the Public Hearing. Motion carried unanimously (7-0), by roll call vote.

Commissioner Toporow thanked the appellants for their work and obtaining support from the community; noted that at one time, the properties in the neighborhood were single residences; discussed her interest in open space; reported the Commission is currently working on defining open space; talked about reductions in open space as development in the neighborhood, occurred and claimed the structure would work if the roof on the house was buzzed cut, went 5’ in and buzz cut it again. She spoke about noise and visibility; recommended installing trellises so they could be cut on both sides and gutters and believed the space is beautiful and the appellant has done a great job.

Chair Elder felt there seemed to be consensus that if the structure were to be built in the way the code is interpreted it would essentially result in the same project but a less functional design. He opined that maybe the code needs to be updated to allow for such structures as this, the code interpretation has no meaningful change, and allows for overlapping overhangs rather than attached, and attached would be more sturdy and reliable.

Commissioner Berg stated it would be less attractive to stagger the roofs; agreed with the suggestion to add gutters and trellises and discussed the possibility of fines for not following proper procedures.

Chair Elder stated if the Commission agrees with the letter of the law than it should not make findings against following the letter of the law.

Commissioner Toporow stated the root cause is that the law of nature was broken in the 60’s, there was no respect for the land, and everything was overbuilt. The Commission is looking at open space and revamping the code because it does not work anymore and needs to be updated, and the Commission is working very hard to look at disparities, semantics, and interpretations to make it clearer, with more respect towards nature.

Motion by Commissioner Strutzenberg to adopt by title only a Resolution of the Planning Commission of the City of Redondo Beach, California, upholding an appeal of the Administrative Design Review decision and granting the request for an accessory structure’s roof attached to the rear elevation of the main home within the rear setback of the rear unit of an existing 2-unit residential condominium development on property located within a Low-Density Multiple-Family Residential (R-2) zone at 2015 Speyer Lane Unit B.

In his motion, Commissioner Strutzenberg stated that the remainder of the resolution should reference the accessory structure's roof rather than just accessory structure. It will address this unique situation, and not set a precedent for accessory structures with walls encroaching into the 5-foot separation, which he feels the Commission does not want to do.

Commissioner Strutzenberg added to the motion a condition that rain gutters be added to the north lower edge of the roof that drains onto the subject property. He stated he was open to any friendly amendments.

Commissioner Toporow seconded the motion with a friendly amendment of adding trellis structures to both sides of the fireplace.

Commissioner Strutzenberg stated he was open to the amendment if Planning staff concurs it can be done within height limitations.

Chair Elder suggested leaving it flexible for staff to decide if trellises or trees would be appropriate.

Commissioner Toporow expressed concern with trees being very invasive, and recommended any trees be in containers to contain the size and encourage healthy roots.

Commissioner Strutzenberg asked for clarification from staff if trellises could be approved.

Commissioner Toporow clarified it would be a trellis up to the height of the roof line, if permitted, with plantings to mitigate sound and add privacy.

Director Forbes restated the amendment as plantings as approved by the Planning Division to the height of the roof must be installed at the fireplace portion of the structure.

Commissioner Hinsley felt that trellises would not help with noise, and that adding trees on the rear neighbors' property would be a better solution for sound and privacy if the neighbors are open to it, and have the applicants provide them.

Commissioner Hinsley expressed concern with the current structure and barbeque island area and any potential future accessory structures being built. He suggested adding a condition about the need for the City to review future structures, another to obtain all required permits, and reduce the time frame for compliance down from 36 months to 12 months. He supported the water mitigation/rain gutters.

Commissioner Strutzenberg spoke about challenges on imposing conditions to the neighbors' property.

Director Forbes concurred with the concern.

In response to Commissioner Strutzenberg, Director Forbes stated the 36-month timeline can be reduced.



In response to Commissioner Ung's inquiry regarding defining accessory structure roofs, Director Forbes responded that the Planning Commission would be choosing to interpret and if it allows the attachment of an accessory structure roof to the main structure it takes away making that section of the code null and void for accessory structures setbacks from each other.

In response to Commissioner Ung's question regarding whether this is considered a single accessory structure which includes a roof and fireplace, or two separate structures, Director Forbes stated that because the fireplace structure then became a portion of and supporting the roof, the fireplace and the roof are considered one accessory structure. She further clarified that the Commission's approval would be for the accessory structure's roof to be attached to the house, the roof belongs to the accessory structure of the fireplace.

Chair Elder requested adding a condition that no walls are to be adjacent to the primary structure.

Discussion followed regarding requiring the appellants to get all appropriate permits.

Community Development Director Forbes reviewed the following:

- Making reference to the accessory structure's roof throughout the resolution
- Rain gutters to be added to the north roof of the structure that drain onto 2015 Speyer Lane, Unit B property, away from the property to the north
- Plantings, as approved by the Planning Division, shall be installed to the height of the roof of the structure and must be installed on either side of the fireplace portion of the structure to buffer sound and incorporate natural elements and shall be maintained by the owner (*Commissioner Strutzenberg asked for clarification on the location of the plantings, as there didn't seem to be enough room.*

*Commissioner Hinsley felt there isn't enough room to install plantings that would alleviate the neighbors' concerns sufficiently.*

*Commissioner Strutzenberg noted the entire area is hardscaped, so plantings would have to be potted.*

*Commissioner Hinsley asked Commissioner Toporow to clarify if she meant a lattice in the openings. Commissioner Toporow confirmed yes, a lattice with thick vines which will reduce noise and provide privacy.*

*Commissioner Berg stated there won't be enough growth from plantings in pots provide privacy or noise reduction. Commissioner Strutzenberg agreed.*

*Commissioner Toporow stated that with good soil and the right plantings, it would give good coverage in that area.*

*In response to Commissioner Strutzenberg regarding whether a trellis could extend to the roofline.*

*Planning Manager Scully stated landscaping is not considered a structure so staff could consider a living plant material screen from the roofline down on either side of the fireplace.*

*Commissioner Berg inquired whether there could be language added that required any new owners to keep the landscape.*

*Planning Manager Scully stated this would be a condition of approval that runs with land.*

*Commissioner Hinsley stated then any new owners would have to comply.*

*Director Forbes added "shall be maintained by the owners" to the condition.)*

- If any additional accessory structure is to be considered in this rear yard, it must be meet the Redondo Beach Municipal Code and all required municipal permits must be obtained prior to any construction or the additional structure will be required to be removed
- No walls may be added to this accessory structure within 5-feet of the dwelling unit or any other accessory structure
- The property owner shall submit construction plans and all required approvals and municipal permits must be obtained from the City of Redondo Beach within 12 months

Commissioner Ung asked what the consequence would be if the owners do not comply.

Director Forbes replied that the matter would come back before the Commission as the owners would not be meeting the conditions of the Commission's approval of their appeal.

Discussion followed regarding Code Enforcement being on a complaint basis.

Motion by Commissioner Strutzenberg, seconded by Commissioner Toporow adopt by title only a Resolution of the Planning Commission of the City of Redondo Beach, California, upholding an appeal of the Administrative Design Review decision and granting the request for an accessory structure's roof attached to the rear elevation of the main home within the rear setback of the rear unit of an existing 2-unit residential condominium development on property located within a Low-Density Multiple-Family Residential (R-2) zone at 2015 Speyer Lane Unit B, with the following added Conditions of Approval:

- Rain gutters to be added to the north roof of the structure that drain onto 2015 Speyer Lane, Unit B property, away from the property to the north
- Plantings, as approved by the Planning Division, shall be installed to the height of the roof of the structure and must be installed on either side of the fireplace portion of the structure to buffer sound and incorporate natural elements and shall be maintained by the owner
- If any additional accessory structure is to be considered in the rear yard, it must be meet the Redondo Beach Municipal Code and all required municipal permits must be obtained prior to any construction or the additional structure will be required to be removed
- No walls may be added to this accessory structure within 5 feet of the dwelling unit or any other accessory structure
- The property owner shall submit construction plans and all required approvals and municipal permits must be obtained from the City of Redondo Beach within 6 months
- Section 2. the approval shall be null and void after 12 months

Motion carried unanimously (7-0), by roll call vote.

Chair Elder encouraged the public to start with the Planning Division when applying for any construction and to through the proper channels.

**K. ITEMS CONTINUED FROM PREVIOUS AGENDAS - None**

**L. ITEMS FOR DISCUSSION PRIOR TO ACTION - None**

**M. ITEMS FROM STAFF**



Commissioner Hinsley referenced the Galleria project and asked whether permits have been pulled. Community Development Director Forbes reported 36 months were for the Tentative Tract Map; stated they may need to adjust due to COVID-19, in terms of phasing, and noted no permits have been pulled.

In response to Commissioner Hinsley's question, Community Development Director Forbes provided an update of the Legado project, that the hotel was close to finishing plan check.

#### **N. COMMISSION ITEMS AND REFERRALS TO STAFF**

At Commissioner Strutzenberg's request, Community Development Director Forbes reported he will be sworn in on April 27, 2021 and until then, he is still a Planning Commissioner.

Community Development Director Forbes congratulated Chair Elder and Commissioner Strutzenberg for being elected to the Redondo Beach School District Board.

In response to Chair Elder's question, Community Development Director Forbes announced an upcoming community meeting on April 7, 2021 at 6:30 p.m. to discuss Land-use plan/map and how it incorporates into the Housing Element and asked Commissioners to watch the meeting before the next regular Commission meeting.

Chair Elder discussed a recent presentation from SBCCOG and encouraged the public to view the video of the meeting.

#### **O. ADJOURNMENT**

There being no further business to come before the Commission, Commissioner Godek motioned, seconded by Commissioner Hinsley, to adjourn at 11:23 p.m. to the next Planning Commission meeting on Thursday, April 15, 2021, at 7:00 p.m. Motion carried unanimously (7-0), by roll call vote.

Respectfully submitted,

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Brandy Forbes, AICP  
Community Development Director

## **BLUE FOLDER ITEM**

*Blue folder items are additional back up material to administrative reports and/or public comments received after the printing and distribution of the agenda packet for receive and file.*

### **PLANNING COMMISSION MEETING May 20, 2021**

#### **H. PUBLIC PARTICIPATION ON NON-AGENDA ITEMS**

- Written comments on non-agenda items received after release of agenda
  - Holly Osborne
  - Mark Nelson

**From:** [Holly Osborne](#)  
**To:** [Lina Portolese](#)  
**Cc:** [Sean Scully](#)  
**Subject:** Non Agenda Item, for the Blue folder; SB 478 and SB 778 for May 20 Planning Commission, 2021  
**Date:** Thursday, May 20, 2021 1:37:32 PM

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*ATTN: Email is from an external source; **Stop, Look, and Think** before opening attachments or links.*

Dear Lina:

Please put these comments in Blue folder items for Planning Commission meeting tonight.

Thanks

Holly

There are many bills in the Senate right now that would have an effect on Redondo; here are two more.

### **1. Proposed Bill SB 478 (This one has a negative effect)**

SB 478 by Scott Wiener says that any lot zoned for 3-7 houses has to allow a FAR (Floor Area Ratio) of 1.0; and any lot zoned for 8-10 houses has to allow a FAR of 1.25. (This bill does not apply to single family lots or duplexes; so it basically does not apply to R2 lots.)

But it could have a **very bad effect on R3 lots**. And Redondo has quite a number of "3 on a lots", The bill says that you cannot have lot coverage requirements, or setback requirements if they prevent a FAR of 1. Redondo has setback requirements and some open space requirements.

What would this mean? I have checked the FARs of many R3 lots on Zillow.com (random check); the FARs ranged from about 0.65-0.9. Then I saw a very recent one that had a FAR=1. But this lot was an exterior lot, so it did not have to have a driveway, since all units had access to the street. I do not believe any of the older interior lots have FAR = 1.

So, suppose you live on an "three on a lot", with the traditional setbacks, and an older lot next to you was finally sold. A developer could put 3 on that lot, with no setbacks. It would stick out like a sore thumb; and it most certainly would have no appreciable green coverage on the street side, although yours would. It would negatively affect your property.

I have written to Sen. Wiener asking that the bill not apply to R3 lots. I did finally get a response, but I think it is not clear

(What the bill says is that you can have setback requirements and height limits UNLESS you can't meet FAR = 1. It is very convoluted language. You decide what it says!

*(c) (1) This section shall not be construed to prohibit a local agency from imposing any zoning or design standards, including, but not limited to, building height and setbacks, on a housing development project that meets the requirements of subdivision (b), other than zoning or design standards that establish floor-to-area ratios or lot size requirements that expressly conflict with the standards in subdivision (a).*

Ben Allen is Scott's friend, and Senator Allen's office in North Redondo is right among the R3s.

Ben.Allen@sen.ca.gov; and call his office: (310) 318-6994, (916) 651-4026

## Ask Senator Allen to Oppose SB 478.

Holly Osborne  
Redondo Beach

P.S An article in Monday's May 17 LA Times on designing nice low-rise high density housing described the contrasting phenomenon perfectly. It talks about **"..commercial real estate developers, whose ideas of density tend to be based on a single principle - how many dollars they can squeeze out of every square foot - with little regard for green space or other community needs. (Case in point: those sad, blocky duplexes and triplexes jammed into islands of tree-less concrete.)"**

### 2. SB 778 (This would have an interesting effect on Redondo)

**SB 778 says if you have mixed use, and you can't rent out your retail, (It has been vacant for 6 months), you can put an ADU there. It sort of sounds logical. And it is not surprising,**

**Discussion:** We in Redondo have already seen that mixed use (at least on the smaller lots), plain and simple, does not work.

- 1) There are numerous vacancies in two mixed use projects in South Redondo
- 2) During the GPAC, it was shown that on lots on Artesia, having mixed use just does not "pencil out". It was for that reason that the GPAC did not want to zone any new mixed use; and wanted to change mixed use back to commercial on PCH.)

Also, zoning something mixed use, when it had been commercial, is a give-away to the property owner. It up-zones their property. We have seen that they put the maximum amount of residential possible, and the minimum amount of retail they can get away with.

(I know that I am very glad that the Grocery Outlet store was not zoned mixed use, or we would not have a store. )

- 3) Now this bill, if passed, would be very interesting in terms of Legado. Once Legado is built, the owner will not even have to attempt to find tenants for his retail. Just sit it out for 6 months, and apply for conversion of the first floor to residential. (ADUs) That is what the developer wanted all along. SB 778 is a get-out-of-jail-free card for developers of new mixed use projects.. Is that good or bad?

Here is an interesting alternative: Suppose that with a very high probability we can be certain that the developer will not be successful in a retail hunt. Why don't we tell him to just eliminate the retail floor altogether, and **then just lower the height of the project?**

- a) Lowering the height of the project will make the project cheaper for the developer.
- b) lowering the height of the project will make the project more palatable to the neighborhoods, who complained about its height.
- c) Tell the developer he can cut two of his units in half; and then rent those units out cheaper. Would we then get 4 cheaper units?
- d) We should also tell him he cannot reduce parking, The neighborhood will also benefit if he keeps his parking the same. Now the units will have enough parking, and so will the hotel, without the crazy valet system they were going to implement!

**From:** Mark Nelson (Home Gmail)

**Sent:** Monday, May 3, 2021 8:19 PM

**To:** CityClerk <[CityClerk@redondo.org](mailto:CityClerk@redondo.org)>; Bill Brand <[Bill.Brand@redondo.org](mailto:Bill.Brand@redondo.org)>; Christian Horvath <[Christian.Horvath@redondo.org](mailto:Christian.Horvath@redondo.org)>; Todd Loewenstein <[Todd.Loewenstein@redondo.org](mailto:Todd.Loewenstein@redondo.org)>; Laura Emdee <[Laura.Emdee@redondo.org](mailto:Laura.Emdee@redondo.org)>; Nils Nehrenheim <[Nils.Nehrenheim@redondo.org](mailto:Nils.Nehrenheim@redondo.org)>; Zein Obagi <[Zein.Obagi@redondo.org](mailto:Zein.Obagi@redondo.org)>; Brandy Forbes <[Brandy.Forbes@redondo.org](mailto:Brandy.Forbes@redondo.org)>; Joe Hoefgen <[Joe.Hoefgen@redondo.org](mailto:Joe.Hoefgen@redondo.org)>; Ted Semaan <[Ted.Semaan@redondo.org](mailto:Ted.Semaan@redondo.org)>

**Cc:** Kevin Cody <[kevin@easyreadernews.com](mailto:kevin@easyreadernews.com)>; Judy Rae <[easyreader@easyreadernews.com](mailto:easyreader@easyreadernews.com)>; Lisa Jacobs <[lisa.jacobs@tbrnews.com](mailto:lisa.jacobs@tbrnews.com)>

**Subject:** Public Comments to Mayor, Council, Planning, and City Manager Regarding BCHD Draft EIR

May 3, 2021

## PUBLIC COMMENT

By email to Redondo Beach Mayor and City Council, Planning Commission, City Manager, and Planning Director

To the City Government Leaders of Redondo Beach,

I expect that the City of Redondo Beach will protect the health and property rights of all Redondo Beach residents. Furthermore, as a responsible agency, the City of Redondo Beach has an affirmative obligation to represent the residents and property owners of Redondo Beach in the CEQA process.

As a 40 year expert with the experience of many CEQA and NEPA proceedings, both as proponent and opponent, I have never participated with a less experienced agency than BCHD – an agency that abdicated its lead agency role to the City of Redondo Beach for both Medical Office Buildings on the Campus.

BCHDs clandestine actions with the City of Redondo Beach resulting in the false claim that “Clearly .... significant benefits ... to residents of Redondo Beach” were absent any evidence that the net benefits of a project to Redondo Beach, the City with 100% of the environmental and economic injustice impacts. Yet because they were hidden from the public view, it’s unclear if the City had the expertise or knowledge to challenge the BCHD falsehoods. Additionally, BCHD has had Bakaly at the City to rewrite the Land Use definitions. Again, by working the shadows, BCHD is disenfranchising the residents.

What follows is an executive summary our team comments that will not file with BCHD until June 10, 2021. Again, I expect the City, as my elected representative, to protect the citizenry and 1) challenge BCHD false statements in their February 2019 secret correspondence to the City Attorney, 2) refuse to modify the Public land use definition to deny the public their right to self-protection with a conditional use permit, 3) discontinue all non-public BCHD communications with any staff or consultant of BCHD and 4) provide aggressive comments as a responsible agency to protect Redondo Beach residents.

Thank you and what follows should help guide the City’s thinking and comments to BCHD, the completely lacking experience CEQA lead agency that has prejudiced its CEQA decision making by retaining a \$1.8M investment banker prior to CEQA self-certification or City of Redondo Beach CUP approval to find a partner and make a deal for BCHD’s full market priced, majority private owned facility on our public lands.

Mark Nelson

3+ Year BCHD Volunteer, Community Working Group

Redondo Beach Property Owner

*The following are Key Areas of CEQA Process and Document Deficiencies that the City of Redondo Beach, as a responsibility agency and fiduciary of its residents and taxpayers should address in its CEQA comments:*

**BCHD HAS DISENFRANCHISED TAXPAYER-OWNER WITH SECRET NEGOTIATIONS**

- BCHD Made False Representations of Net Benefits to Redondo Beach Residents
- BCHD is Attempting to Overturn Redondo Beach Land Use Definitions

**BCHD PROJECT DESCRIPTION AND PROJECT ALTERNATIVES ARE INVALID**

- BCHD Fails to Provide an Accurate, Stable and Finite Project Description
- BCHD Fails to Meet Programmatic EIR Requirements
- BCHD Project Alternatives are Inadequately Developed and Flawed

**BCHD “PURPOSE AND NEED” IS INVALID**

- BCHD Asserts a Requirement for Market-Priced RCFE on Public Land
- BCHD Asserts a Need for Fully Duplicative PACE Services
- BCHD Falsely Asserted to the Redondo Beach City Attorney that the Project Will Have Net Benefits to Redondo Beach Residents

**BCHD PROJECT OBJECTIVES ARE UNSUPPORTED AND OVERLY RESTRICTIVE**

- BCHD has Fabricated a Current Need for Seismic Retrofit or Demolition of the Failed Hospital
- Net Benefits of Current and Future Programs are Not Quantified and May be Negative
- Revenue Requirements for Programs with Net Benefits are Non-existent
- BCHD Has No Evidence of Net Benefits of RCFE to the Three Beach Cities or Redondo Beach
- BCHD Project Objectives are Overly Restrictive and Deny Environmental Protections by Targeting Only the Proposed Project and Extremely Similar Projects

**BCHD ANALYSES, IMPACTS, AND MITIGATIONS ARE FLAWED AND INCORRECT**

- BCHD Must Utilize its Moral Responsibility Standard to Prevent Community Health Harm for All Impact Analysis and Mitigation
- BCHD Understated the Public Controversy in the DEIR
- Aesthetics Impact and Mitigation Analysis is Flawed
- Air Quality Impact and Mitigation Analysis is Flawed
- Noise Impact and Mitigation Analysis is Flawed
  - Intermittent Impact will Significantly Negatively Impact All Students at Towers Elementary
  - Impacts will Impact ADA Rights of Students with Disabilities and IEP/504 Plans
- Recreation Impact and Mitigation Analysis is Flawed

- Traffic/Transportation Impact and Mitigation Analysis is Flawed
  - Intermittent Impact will Significantly Negatively Impact All Students at Towers Elementary
  - Impacts will Impact ADA Rights of Students with Disabilities and IEP/504 Plans

*The following are Summary Discussions of the Specific Issues in the Key Areas of CEQA Process and Document Deficiencies that the City of Redondo Beach, as a responsibility agency and fiduciary of its residents and taxpayers should address in its CEQA comments:*

## **SUMMARY COMMENTS TO BCHD DRAFT ENVIRONMENTAL IMPACT REPORT**

**Version 3 - May 3, 2021**

### **PROJECT DESCRIPTION AND ALTERNATIVES**

#### **BCHD Failed to Provide an Accurate, Stable and Finite Project Description**

##### Phase 2 Project Description is Not Accurate

BCHD provides only vague descriptions of the functionality of Phase 2 activities. In BCHD Board meetings, the CEO and Board members have repeatedly stated that no decisions have been made regarding the project, meaning that the description cannot be accurate.

##### Phase 2 Project Description is not Finite

BCHD provides multiple, differing descriptions of the buildings and therefore impacts of Phase 2. The public's right to intelligent participation is thwarted by BCHDs failure to provide a finite project description.

##### Phase 2 Project Description is not Stable

Clearly, the project description is not stable. Phase 2 is not finite, it presents multiple descriptions and views. BCHD failure to provide a stable project description thwarts the public's right to intelligent participation in the CEQA process.

#### **Phase 2 Failed to Meet CEQA Requirements and Cannot be Intelligently Reviewed by the Public**

Phase 2 is provided as several “what if” scenarios, and fails to: (a) meet the substantial evidence standard of review as to all of the required elements of an EIR; (b) address the environmental impacts of the proposed project to a degree of specificity consistent with the underlying activity being approved; and (c) provides too much uncertainty to allow for supplemental review that may be necessary in the future. In short, BCHD split it project into phases and failed to provide the needed information on the programmatic Phase 2. As such, augmentation and re-circulation of the DEIR is required.

### **Alternatives Were Inadequately Developed and Analyzed and then Improperly Rejected**

The development and analysis of alternatives to a proposed project is a critical component of an EIR.

(Citizens of Goleta Valley v. Board of Supervisors (1990) 52 Cal.3d 553, 564.) The alternatives analysis serves an important purpose in providing the reviewing agency adequate information about feasible means to avoid impacts and gives the public a clear window into governmental decision making about environmental impacts. (Laurel Heights Improvement Assn. v. Regents of University of California (1988) 47 Cal.3d 376, 404.) BCHDs development of alternatives include false narratives of the “need” for seismic retrofit/demolition, are constrained by impermissible project objectives lacking even a basic level of detail, and the No Project Alternative is defective.

### **Project Alternatives Fail to Include BCHD Sunset and Conversion to a Community Garden**

Health districts are an unneeded artifact of the failed public hospital experiment of the 1940s and 1950s. South Bay Hospital failed as a publicly owned hospital in 1984, after a mere 24 years of operation. BCHD alternatives should have included conversion over time to a community garden.

### **The “No Project” Alternative is Flawed**

BCHD has no obligation, law or ordinance requiring seismic retrofit of 514 N Prospect. Therefore, the No Project alternative is clearly defective in the DEIR and should be the continued use of 514 on an as-is of modified basis for compatible commercial uses. The 514 building was developed as a hospital with intent nor obligation to be a revenue source.

### **An Accurate No Project Alternative was Inaccurately Formed and Rejected**

The accurate No Project Alternative for the 514 building is continued use of the 514 building with required upgrades to mechanical systems performed as-needed on a rolling basis to minimize impact to current and future tenants. Use of the facility should be by tenants compatible with most cost-effective action. BCHD both failed in the formation of the No Project Alternative and also failed in its rejection of it.

## **PURPOSE AND NEED**

### **BCHDs Purpose and Need is Invalid**

BCHD Entered into Secret Negotiations – BCHD had secret negotiations with Redondo Beach while it was actively engaged with BCHDs volunteer Community Working Group. BCHD withheld the outcome of the discussions from the public for nearly 18 months until after it approved its project in June 2020.



BCHD Made False Assertions to the Redondo Beach City Attorney – Operating in the Shadows, BCHD made false assertions to the Redondo City Attorney about net benefits of BCHDs project to Redondo residents.

#### RCFE Financing is Expressly Forbidden

California code, including 15432 (14) expressly prohibits financing of residential care for the elderly (RCFE) under the California Health Facilities Financing Authority Act. If the Legislature intended health districts to have the ability to develop or finance RCFE, then the Legislature would not have specifically excluded RCFE.

The Legislature Repeatedly Mandates “Non-profit” as a Requirement for Financing – California Code, including 15432 (HEALTH FACILITIES FINANCING AUTHORITY ACT) repeatedly refers to nonprofit agencies and clinics. BCHD facility will be market-priced, for-profit. Further, it is planning to use commercial financing (FHA insured) instead of issuing low-cost, tax-free bonds.

#### No “Public Agency” Needs to Develop Commercial Market-priced RCFE

The free market uses commercial land to market rate rent facilities. BCHD is a public agency that should only develop cost-based, affordable facilities. In evaluating a health district’s RCFE project, the San Mateo county authorities stated “Because private providers are willing to develop market rate senior assisted living facilities, the District should evaluate the best use of public funds to serve District residents, including increasing access by low-income residents to District service.” It is clear that at \$12,500 per month rent requiring \$200,000 per year annual pre-tax income, low-income residents of the 3 Beach Cities are intentionally excluded by BCHD.

#### No Need for Duplicative, Wasteful PACE Services

BCHDs Program of All Inclusive Care for the Elderly (PACE) is fully duplicative of the State-registered LA Coast PACE operation that already services all the zipcodes of the BCHD owning cities and surrounding area. Duplicative services only drive up the cost of health care, and in this case, 91% of PACE members are paid for by both Medicare and Medicaid/MediCal.

### **PROJECT OBJECTIVES**

#### **BCHD Project Objectives Lack Foundation and Sufficient Detail for Public Analysis**

The DEIR includes a list of project objectives that are unsubstantiated, vague, and deny the public intelligent participation. BCHD fails to provide any analysis of the current programs cost-effectiveness, scale or cost; future programs projected cost-effectiveness, scale or cost; the algorithmic basis for open space computation; justification of an RCFE on Public land for 80% non-residents; or any plausible basis in ordinance or law for 514 demolition.

BCHDs unsupported project objectives as a set impermissibly constrains the analysis of alternatives. (AR 5866-70.) Project objectives may not be overly restrictive so as to eliminate feasible alternatives. (North Coast Rivers Alliance v. Kawamura (2015) 243 Cal.App.4th 647, 670-671.) BCHD must specify and support its project objectives in a manner that supports intelligent participation of the public and in a way that does not allow BCHD to trigger failure conditions of project alternatives due to the unsupported, overly restrictive project objectives.

## **BCHDs Project Objectives are False and Unsupported by Facts**

BCHD as project proponent is asking for the right to damage the environment and the health of surrounding students and residents. As such, BCHD must have both a valid, supported Purpose and Need, as well as, valid, supported Project Objectives. Through multiple California Public Records Act requests (CPRAs) and public materials, the 6 project objectives cited by BCHD are either unproven by objective quantitative studies or unproven by peer-reviewed, applicable research and/or false assertions by BCHD. *Because BCHD is also the lead CEQA agency and is approving its own Environmental Impact Report*, examination of BCHD's Purpose and Need and examination of its Project Objectives as a public agency are the only protection that taxpayer-owners of BCHD have.

Objective 1 is False - No laws or ordinances require seismic retrofit of 514 N Prospect (514) per CPA responses from BCHD

Objective 2 is False – BCHD is wrongly demolishing 514, BCHD has no budgets, cost-accounting, or evaluation of program expenditures, and therefore BCHD has no support for requiring replacement revenue per CPRAs

Objective 3 is Unsupported – BCHD has no evidence of a need for additional open space in the area beyond the 20+ acres of Dominguez Park nor any quantitative determination of any size of open space need from peer-reviewed studies per CPRAs

Objective 4 is False and Unsupported – BCHD has no evidence of any need for RCFE to be developed on Public land, nor any evidence that the market will not provide the same, market-rate RCFE per CPRAs

Objective 5 is False and Unsupported – BCHD has no forecast of future community health needs that can be served by its objective, BCHDs RCFE need determination is false and invalid, nor does BCHD any peer-reviewed evidence of the potential effectiveness of its solution per CPRAs

Objective 6 is Unsupported – BCHD has no forecast of any future revenue needs for any future services per CPRAs

## **CEQA IMPACT ANALYSIS**

### **BCHD has Self-Asserted a “Moral Obligation to the Community” Standard of Action/Damages**

CEO Bakaly in a video presentation asserted that BCHD has a moral obligation to proactively protect the community from health damages and BCHD must apply this more stringent standard to CEQA impacts as well for moral and ethical consistency as a publicly-owned agency.

### **BCHD Failed to Disclose All Areas of Public Controversy**

BCHD failed to report over 1,200 surrounding residents' opposition to the 2019 design as too large, too high, and on the lot lines of residential land uses. BCHD 2021 DEIR design is both taller and more surface building area. BCHD failed to cite many other areas of public controversy in its Draft Environmental Impact Report (DEIR).

## **The Project Has Significant, Inadequately Analyzed Impacts and Mitigation**

The EIR's analysis and mitigation of the project's impacts is inadequate. The project has significant aesthetic, air emissions, noise, recreation and traffic impacts that were not analyzed.

### **BCHD Project Aesthetics Analysis is Defective and BCHD has Significant Aesthetic Impacts**

Plan is Inconsistent with Surrounding Uses – At a minimum 133.5-feet above surrounding residential to nearly 200-feet above west Torrance elevations, BCHD project is inconsistent with surrounding uses that have 27-foot and 30-foot maximum heights

Design Maximizes Visual Bulk and Mass Damages to the Surrounding Community – South Bay Hospital was built in the center of the campus to minimize mass and bulk, while the BCHD project is built on north, south and west perimeters and maximizes mass and visual bulk

Design Results in a Taking of Blue/Open Sky – Per the attached simulations, the plan causes a significant reduction in blue/open sky views of adjoining land uses

Design Results in a Taking of Daytime Sunlight – Per the attached simulations, the plan causes a significant reduction in blue sky/open views of adjoining land uses thereby resulting in a taking

Analysis Fails to Provide Hourly Shading/Shadowing Simulations – The analysis is insufficient and defective

Design Results in a Taking of Sunlight from Public Recreation at Towers – Towers fields are used for both school and organized sports and are impaired by shading of the 170-foot elevation of the project

Analysis Fails to Provide Sufficient Key Viewing Location (KVL) Simulations – The analysis is insufficient, inaccurate and defective

Design Results in a Taking of Palos Verdes Peninsula (PVP) Views – BCHD analysis factually errs on KVL selection for PVP by misstating elevations along 190<sup>th</sup> street

Design Results in Negative Health Impacts of Shading/Shadowing and Reduced Sunlight – Peer-reviewed studies demonstrate negative health impacts from reduced light, shadowing/shading

Design will Result in Excessive Glare and Reflection into Surrounding Neighborhoods – While some residents and Towers Elementary will be shaded/shadowed significantly, the 133.5-foot above street level, glass covered buildings of BCHD will impact surrounding land uses and structures with significant glare and increased thermal impacts.

Design will Result in Excessive Night Time Lighting into Surrounding Neighborhoods – As documented with photos and letters to BCHD, BCHD has excessive night time lighting directed from signage and parking lot lighting. Further, BCHD does not maintain light shielding. There is no reason to expect that a building 133.5-feet above the nearest street will not have significant night time excess lighting impacts. The health impacts of excess night time lighting have been endured by surrounding residents for over 60 years from South Bay Hospital and BCHD and are well understood as significant negative health impacts in peer-reviewed literature.

## **BCHD Project has Significant Air Emissions Impacts**

Lesser Polluting Engines Still Pollute and Damage Students, the Elderly, and Disabled – BCHD acknowledges significant air emissions (pollution) and attempts to reduce the impacts with special engines. The special engines still pollute and the thousands of heavy truck trips and tens of thousands of worker commute trips will unequivocally increase pollution. BCHD has refused to provide the “safe” level of pollution in its CPRAs.

Covered Hauling Trucks Will Have Significant Particulate Emissions – Anyone who has ever followed a debris hauling heavy truck knows that even covered, BCHD will spew particulates across the grounds of Towers Elementary. There is no safe level of particulates and Towers students deserve the Moral Obligation standard of BCHD to have no additional particulates in their lungs or brain-stems.

BCHD 10-story Parking Ramp at Prospect and Diamond Will Have Significant Emissions – Anyone who has ever waited to enter or exit a 10-story, 800 car ramp knows that idling cars, both inside and outside the ramp spew toxic emissions and particulates. Also, anyone that parks nearly LAX knows that jet exhaust piles up on parked cars. BCHD claims that exhaust from the 10-story ramp will not collect in student lungs and impact residents. Again, BCHD must use its Moral Obligation standard and declare this significant impact.

## **BCHD Project Noise Analysis is Defective and the Project has Significant Noise Impacts**

Analysis Fails to Consider Intermittent Noise and is Defective – BCHD averages noise levels to minimize health, concentration, and educational impacts of high decibel intermittent noise spikes

Intermittent Noise Significantly Impacts Education at Towers Elementary – Peer-reviewed studies demonstrate that intermittent noise negatively impacts education and development in classrooms

Intermittent Noise Significantly Impacts ADA IEP and 504 Plan Implementation at Towers Elementary – The ADA, IEPs and 504 Plans frequently include minimized distractions as part of student accommodations for students with disabilities, and the intermittent noise at Towers from heavy truck traffic and construction will violate students’ ADA rights and educational progress

Significant Noise Impacts on the Health of Surrounding Residents – Peer-reviewed studies demonstrate significant negative health impacts from noise, including but not limited to cardiovascular, stress, chronic stress, irritability and fatigue

Event Noise Analysis is Insufficient and Defective – BCHD asserts amplified noise events until 10PM in a man-made concrete canyon of buildings and fails to provide modeled analysis

BCHD Fails to Use Proper Noise Standards and the Analysis is Defective – All BCHD activity must abide by maximum residential noise standards of Redondo Beach adjoining land use and Torrance adjoining land use.

## **BCHD Project has Significant Recreation Impacts**

Design Results in a Taking of Sunlight from Public Recreation at Towers and Significant Negative Impacts – Towers fields are used for both school and organized sports and are impaired by shading from the 170-foot elevation of the BCHD project and therefore safe, public recreation opportunities, especially for team sports, and curtailed or diminished

Design Results in a Taking of Sunlight from Student Health and Recreation at Towers and Significant Negative Impacts – Towers fields are used for both school and organized sports and are impaired by shading from the 170-foot elevation of the BCHD project and therefore safe, public recreation opportunities, especially for team sports, and curtailed or diminished

### **BCHD Project has Significant Traffic Impacts**

Thousands of Heavy Haul Truck Trips will have Significant Traffic Impacts – BCHD plans to move heavy trucks past West High, across Prospect, and then past Towers Elementary. Traffic will back up on Beryl past Beryl Heights school and on Prospect past Parras Middle School. Commuter and student drop off/pickup traffic will be impacted, and students will be subjected to additional emissions.

Tens of Thousands of Worker Commuter Trips will have Significant Traffic Impacts – BCHD workers will add to commutes past local homes and schools, delaying existing traffic and compounding the health damages to students and residents.

BCHD Plans Traffic Management and Flaggers that will have Significant Traffic Impacts – Del Amo, Beryl and Prospect are the main heavy truck haul routes and BCHD contractors will require flaggers to stop traffic to enter and exit the site, as well as stop and stage vehicles. This will have significant impacts on local commutes and school drop offs/pickups, along with student inhalation of particulate matter. BCHD must apply its Moral Obligation standard and declare traffic as significant. Peer reviewed studies are clear that traffic and its emissions have negative health impacts.

## **BLUE FOLDER ITEM**

*Blue folder items are additional back up material to administrative reports and/or public comments received after the printing and distribution of the agenda packet for receive and file.*

### **PLANNING COMMISSION MEETING May 20, 2021**

**J.1. PUBLIC HEARING FOR CONSIDERATION OF AN EXEMPTION DECLARATION, CONDITIONAL USE PERMIT, PLANNING COMMISSION DESIGN REVIEW, AND VARIANCE TO ALLOW THE INSTALLATION AND OPERATION OF A HYDROGEN FUELING STATION WITH A REDUCTION IN THE PARKING REQUIREMENT FOR AN EXISTING AUTOMOBILE SERVICE STATION ON PROPERTY LOCATED WITHIN A COMMERCIAL (C-2) ZONE.**

APPLICANT: FIELDER GROUP  
ADDRESS: 2714 ARTESIA BOULEVARD  
CASE NOS: CUP-2021-01; PCDR-2021-01; VAR-2021-01

**CONTACT:** STACEY KINSELLA, ASSOCIATE PLANNER

- PowerPoint Presentation

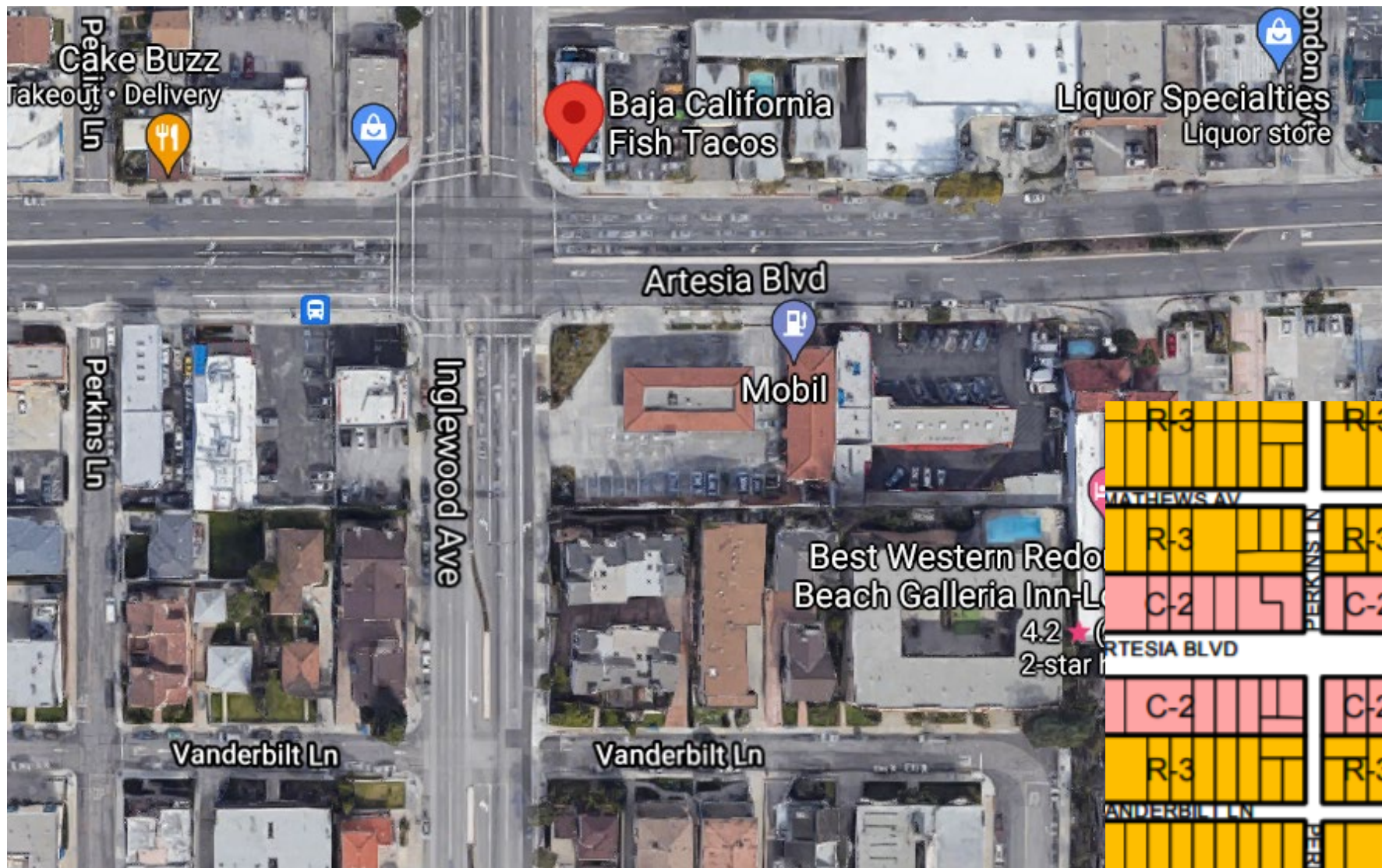
# CONSIDERATION OF AN EXEMPTION DECLARATION, CONDITIONAL USE PERMIT, PLANNING COMMISSION DESIGN REVIEW, AND VARIANCE FOR A HYDROGEN FUELING STATION AT AN EXISTING SERVICE STATION

2714 ARTESIA BOULEVARD

## SUBJECT SITE

- Located at the corner of Inglewood and Artesia Boulevards
- Site is Zoned C-2 Commercial
- Properties to the east and west are also C-2, retail and office uses
- Property to the north is quick-service restaurant (Lawndale)
- Property to the south is R-3 Multi-Family Residential, facing Vanderbilt Lane





# BACKGROUND

- Site developed as a service station in 1969
- CUP granted in 1987 for the removal/rebuilding of a new station
- Another CUP in 1994 – Remediation for the petroleum-impacted soil



## PROPOSED ISLAND & EQUIPMENT

- Pump island to be located near the northwestern corner
- Two dispensers, vent stacks, and a canopy 21 feet in height
- Equipment storage area towards the southern property line
- 8-foot high fence enclosure
- Station modules at 12 feet in height with vent stacks
- Awning for screening approximately 16.5 feet in height
- Grade change between station and residential
- 6-foot grade difference at sidewalk, but increases eastward
- Rear property line wall varies in height - Approximately 11.5 to 14.5 feet













Examples of equipment enclosures in San Francisco



# CONDITIONAL USE PERMIT

- General Plan, resident-serving commercial services along main commercial corridor
- Pump island meets 16-foot setback
- Canopy below 30-foot building height limit
- Equipment enclosure meets allowable 8-foot fencing
- Three driveway access points
- Parking study notes adequate parking
- No foreseeable impacts to adjacent commercial properties
- Grade change with residential – little to no visual impact
- Acoustical analysis – Increase of only one (1) dB



# PLANNING COMMISSION DESIGN REVIEW

- Maintain 18-foot min. driveway aisles for two-way traffic
- No natural terrain, but condition to improve landscaping
- Futuristic in design with green and white colors
- While in contrast to existing gas station, the contrast highlights the new environmentally-friendly fuel option
- Equipment enclosure is in earth tones
- Awning is green to match pump island

## VARIANCE FOR PARKING

- Service Stations – 3 parking spaces per service bay
- 4 bays means 12 parking spaces total
- 13 existing spaces – Only 5 to remain plus 2 proposed parking spaces parallel to Artesia – 7 parking spaces
- Parking study – Two weekdays and Two weekend days
- Max. 6 spaces utilized, not including the 12 temporary parking spaces at the pump islands
- 7 proposed parking spaces sufficient
- Study reviewed and approved by the City Traffic Engineer

# VARIANCE FINDINGS

- There are special circumstances applicable to the property, including size, shape, topography, location, or surrounding:
  - The location and site configuration of the existing station with fixed driveway locations, two way driveway aisles for vehicle and fuel tanker trucks significantly limits the ability to accommodate the additional pump island and associated hydrogen fueling equipment while maintaining required driveway aisles and adequate parking.
- The parking adjustment does not constitute a granting of special privileges. Parking adjustments are accommodated for businesses when parking studies demonstrate adequate parking is maintained. This approval is specific to the special circumstances of this site.
- The granting of this Variance in parking still supports the General Plan to have resident-serving commercial uses along this major corridor. Alternative fuel options serves the whole community.

# COORDINATION

- Pre-Application meeting in April 2020
- Following September application submittal, materials routed to City Departments
- Fire Department - Comments regarding emergency stuff off, leak detection, etc.
- Engineering Division – Comments regarding ADA curb ramp, corner easement, all driveways to be reconstructed with pedestrian pathways
- All of these elements are conditions of approval within the proposed Resolution

## STAFF RECOMMENDATION

Staff recommends that the Planning Commission adopt the Exemption Declaration, approve the Conditional Use Permit, approve the Planning Commission Design Review, and approve the Variance for a new Hydrogen Fueling Station and related equipment at 2714 Artesia Boulevard

## **BLUE FOLDER ITEM**

*Blue folder items are additional back up material to administrative reports and/or public comments received after the printing and distribution of the agenda packet for receive and file.*

### **PLANNING COMMISSION MEETING May 20, 2021**

**J.2. PUBLIC HEARING FOR CONSIDERATION OF AN EXEMPTION DECLARATION AND VARIANCE FOR A REDUCED REAR YARD SETBACK TO CONSTRUCT A NEW ATTACHED TWO-CAR GARAGE, WITH A SECOND-STORY ADDITION ABOVE, ON PROPERTY LOCATED IN A LOW-DENSITY MULTIPLE-FAMILY RESIDENTIAL (R-2) ZONE.**

APPLICANT: STEWART AND CHIKAKO HOFFMAN  
ADDRESS: 2323 CLARK LANE  
CASE NO: VAR-2021-02

**CONTACT:** ANTONIO GARDEA, SENIOR PLANNER

- 1305 Mackay Lane Modification approval letter



# CITY OF REDONDO BEACH CALIFORNIA

415 DIAMOND STREET  
POST OFFICE BOX 270  
REDONDO BEACH, CALIFORNIA 90277-0270

October 5, 1999

## NOTICE OF DECISION ON MODIFICATION AND EXEMPTION DECLARATION

**SUBJECT PROPERTY:** 1305 Mackay Lane  
Lot 24, Block 65, Tract Redondo Villa Tract

**APPLICANT:** Antonio Molina

**CASE NO:** M-99-17

### REQUEST:

The applicant's request is for a Modification to permit the construction of a one-story addition onto an existing single family residence with a minimum 11-foot, 9-inch rear yard setback that is less than the required average rear yard setback of 15 feet.

### FINDINGS/STAFF ANALYSIS:

The applicant is proposing to construct an addition onto an existing single-family residence on a property located at 1305 Mackay Lane, Redondo Beach in an R-2 (Low Density, Multi-Family Residential) zone. The lot on which the residence is situated is a rectangular parcel, approximately 60 feet in width and 51 feet in depth, with an approximate total lot area of 3,060 square feet.

The property is developed with a one-story single-family residence of approximately 830 square feet, constructed in 1939. There is an attached one-car garage on the north side of the building, with access from Mackay Lane. The existing building has a front setback of 10-feet, side setbacks of 8 and 5 feet, and a rear setback of 17'3" feet along the rear of the house and 5 feet along the rear of the garage. The current building footprint provides less than the required average rear yard setback of 15 feet.

The applicant proposes to add an area 13.5 feet in width and 5.5 feet in depth, for a total floor area of 74 square feet, to the rear of the dwelling unit on the ground floor. This addition will result in the creation of a new bathroom and closet.

The approval of a modification is required in order to grant the applicant permission to construct the proposed residential project with a minimum 11-foot, 9-inch rear yard setback which is less than the required average rear yard setback of 15 feet. Pursuant to Section 10-2.2508 of the Redondo Beach Municipal Code, the Land Use Administrator may grant a maximum 50% reduction in the required rear yard setback up to a minimum dimension of 10 feet. The proposal would continue to meet the minimum setback requirement of 10 feet.

The subject property has an unusual lot size and orientation. The lot size of 3,060 square feet is less than the 5,000 square foot minimum lot size for the R-2 zone. The existing lot is also less than half the size of the most common lot size of 7,500 square feet in the area. In addition, with an existing lot depth of 50 feet, the property does not conform with the minimum lot depth of 100 feet.

The lot is also oriented different than a standard lot. Front and rear property lines are normally shorter than side property lines on a standard rectangular residential lot in the City. The requirements for setbacks are designed under these assumptions of lot orientation. As such, setback requirements often specify greater distances for front and rear yards than side yards. In this case, the front and rear property lines, at 60 feet wide, are longer than the side property lines, at 51 feet deep. This shallow lot depth does not allow for an adequate building area if required front and rear setbacks are maintained. Given that the existing rear setback is less than a 15-foot average, the request for a 75 square foot addition appears reasonable.

It is the opinion of the Land Use Administrator that the requested modification is minor in nature. Approval of the request will not be detrimental to the public welfare, nor will construction of the project result in adverse impacts upon the neighborhood.

**ENVIRONMENTAL FINDINGS:**

The project is Categorically Exempt from the requirements of the California Environmental Quality Act (CEQA), pursuant to Section 15301 of the CEQA Guidelines. An Exemption Declaration has been issued pursuant to Section 10-3.301 of the Redondo Beach Municipal Code. The Exemption Declaration may be reviewed in the Planning Division of the Community Development Department, 415 Diamond Street, Redondo Beach, California.

**DECISION:**

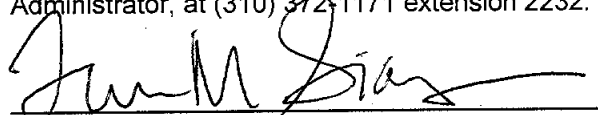
It is the policy of the office of the Land Use Administrator to encourage reasonable additions to sound single-family homes as a means of preserving their value, utility, and useful lives. In light of this policy and the points noted above, particularly the minor nature of the encroachment and the lack of impacts upon adjacent properties, it is the decision of the Land Use Administrator to grant the requested modification, subject to the plans and application submitted, and subject to the following conditions:

1. That the minimum rear yard setback shall be 11-feet, 9-inches as measured from the rear property line.
2. That the approval of the modification application is the approval of conceptual plans only, and therefore the submission to and approval by the Planning Division of fully dimensioned and accurate site plans, floor plans and elevations, shall be required prior to the issuance of building permits.
3. That the plans shall meet all other applicable codes, including the uniform building codes and fire codes, prior to the issuance of building permits.

**APPEALS:**

This decision shall become final and conclusive on the 10th day after the mailing date of this notice, pursuant to Sections 10-2.2508(F) and 10-3.1102 of the Redondo Beach Municipal Code, unless a written protest is filed with the Planning Division, or the City Council, by motion, removes jurisdiction from the Land Use Administrator. A written protest filed with the Planning Division within the 10-day protest period will result in a public hearing before the Land Use Administrator. If the City Council, by motion, removes jurisdiction from the Land Use Administrator, said matter shall be set for public hearing before the Planning Commission, pursuant to the procedures as set forth in Section 10-2.2508 of the Redondo Beach Municipal Code.

If additional information regarding this application is desired, please call Teresa Gianos, Land Use Administrator, at (310) 372-1171 extension 2232.



Teresa M. Gianos  
Land Use Administrator



## **BLUE FOLDER ITEM**

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### **PLANNING COMMISSION MEETING May 20, 2021**

**J.2. PUBLIC HEARING FOR CONSIDERATION OF AN EXEMPTION DECLARATION AND VARIANCE FOR A REDUCED REAR YARD SETBACK TO CONSTRUCT A NEW ATTACHED TWO-CAR GARAGE, WITH A SECOND-STORY ADDITION ABOVE, ON PROPERTY LOCATED IN A LOW-DENSITY MULTIPLE-FAMILY RESIDENTIAL (R-2) ZONE.**

**APPLICANT: STEWART AND CHIKAKO HOFFMAN  
ADDRESS: 2323 CLARK LANE  
CASE NO: VAR-2021-02**

**CONTACT: ANTONIO GARDEA, SENIOR PLANNER**

- Written comment received after release of agenda

1302 S. Gertruda Ave.  
Redondo Beach, CA 90277

May 21, 2021

RE: 2323 Clark Lane/Case No: VAR-2021-02

Dear Planning Commissioners,

What's wrong with an ADU that's taller than 16'? In my opinion, nothing if the ADU is created within the primary dwelling's buildable envelope.

This application contains some important nuanced issues and I hope the Planning Commission will discuss.

1. The State has repeatedly demonstrated that it can and will change zoning regulations, and allow the conversion of any space into a separate dwelling unit. So, great care should be given when expanding any property's buildable area beyond the Code's by-right allowances.
2. Deviating from a specific design standard requires compelling reasons and unique conditions. Are there substantial physical constraints that deprive a person of a reasonable use of the property? Design preferences are not justification for a variance or setback modification. If there is a special circumstance, is the request proportional to the circumstance or is it seeking a one-for-one offset?
3. What is a special privilege? Granting a discretionary entitlement in the absence of justification, arguably creates a special privilege. An approval entitles the subject property to leniency, but everyone else must adhere to the requirements.
4. Once built, an improvement will be here long after all of us are gone. Sometimes a project's components should be reviewed separately. For a project that is outside the buildable envelope, is the design well-integrated into the existing building, is it minimizing its bulk, and is it preserving as much of the setback from ground to the sky as possible?
5. What is the crux of the issue and are there alternatives?

If an addition cannot be built because of a lack of enclosed off-street parking, then maybe the answer is to analyze the enclosed parking requirement. Perhaps a ground floor setback modification is reasonable to create a garage, or perhaps substituting unenclosed off-street parking spaces for enclosed parking is functionally equivalent and retains open space. Let's be honest a large percentage of one-family properties don't use the garage for parking anyway.

Last, please do not let peripheral issues cloud an application. Such things as the difficulty with on-street parking, unfounded assurances about the effects of enclosed parking alleviating street parking, an individual's personal reasons, or a neighbor's sentiment are considerations, but only after affirmatively answering that a project qualifies for an exception because the exception is reasonably related to the hardship that deprives them of reasonable use.

Thank you for your time and consideration.

Sincerely,

Laura MacMorran

# Planning Commission on 2021-05-20 7:00 PM - THIS VIRTUAL MEETING IS HELD PURSUANT TO EXECUTIVE ORDER N-29-20 ISSUED BY GOVERNOR NEWSOM ON MARCH 17, 2020.

Meeting Time: 05-20-21 19:00

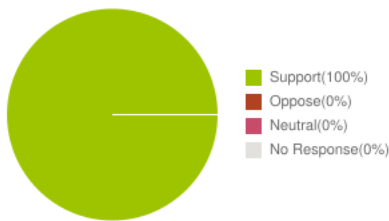
## eComments Report

Meetings	Meeting Time	Agenda Items	Comments	Support	Oppose	Neutral
Planning Commission on 2021-05-20 7:00 PM - THIS VIRTUAL MEETING IS HELD PURSUANT TO EXECUTIVE ORDER N-29-20 ISSUED BY GOVERNOR NEWSOM ON MARCH 17, 2020.	05-20-21 19:00	26	3	3	0	0

### Sentiments for All Meetings

The following graphs display sentiments for comments that have location data. Only locations of users who have commented will be shown.

#### Overall Sentiment



**Planning Commission on 2021-05-20 7:00 PM - THIS VIRTUAL MEETING IS HELD PURSUANT TO EXECUTIVE ORDER N-29-20 ISSUED BY GOVERNOR NEWSOM ON MARCH 17, 2020.**

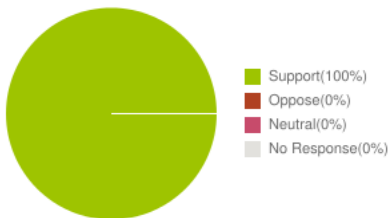
05-20-21 19:00

Agenda Name	Comments	Support	Oppose	Neutral
H.1. PC21-2485 RECEIVE AND FILE WRITTEN COMMENTS FOR THE PLANNING COMMISSION ON NON-AGENDA ITEMS	1	1	0	0
J.2. PC21-2488 PUBLIC HEARING FOR CONSIDERATION OF AN EXEMPTION DECLARATION AND VARIANCE FOR A REDUCED REAR YARD SETBACK TO CONSTRUCT A NEW ATTACHED TWO-CAR GARAGE, WITH A SECOND-STORY ADDITION ABOVE, ON PROPERTY LOCATED IN A LOW-DENSITY MULTIPLE-FAMILY RESIDENTIAL (R-2) ZONE.	2	2	0	0
<p>APPLICANT: STEWART AND CHIKAKO HOFFMAN            ADDRESS: 2323 CLARK LANE            CASE NO: VAR-2021-02</p> <p>RECOMMENDATION:</p> <ol style="list-style-type: none"> <li>1. Open public hearing and administer oath;</li> <li>2. Take testimony from staff, applicant, and interested parties;</li> <li>3. Close public hearing and deliberate;</li> <li>4. Adopt a resolution by title only approving the request subject to the findings and conditions contained therein:</li> </ol> <p>A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF REDONDO BEACH, CALIFORNIA, APPROVING AN EXEMPTION DECLARATION AND GRANTING THE REQUEST FOR A VARIANCE TO ALLOW THE CONSTRUCTION OF A NEW TWO-CAR GARAGE WITH A SECOND-STORY ABOVE ATTACHED TO THE MAIN RESIDENCE ON PROPERTY LOCATED WITHIN A LOW-DENSITY, MULTIPLE-FAMILY RESIDENTIAL (R-2) ZONE AT 2323 CLARK LANE.</p>				

### Sentiments for All Agenda Items

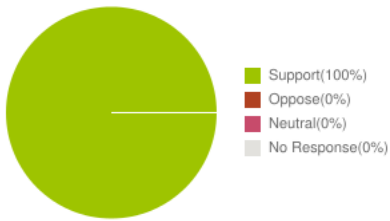
The following graphs display sentiments for comments that have location data. Only locations of users who have commented will be shown.

#### Overall Sentiment



Agenda Item: eComments for H.1. PC21-2485 RECEIVE AND FILE WRITTEN COMMENTS FOR THE PLANNING COMMISSION ON NON-AGENDA ITEMS

## Overall Sentiment



### Mark Nelson

Location:

Submitted At: 11:37pm 05-20-21

Dear Mayor, Council and Commissioners:

The following link is access to the City of Torrance Planning Director's recommended transmittal letter, City comments, and attached public comments regarding the BCHD DEIR. Comments are due June 10, 2021 by 5PM. [https://torrance.granicus.com/MetaViewer.php?view\\_id=8&event\\_id=7359&meta\\_id=32636](https://torrance.granicus.com/MetaViewer.php?view_id=8&event_id=7359&meta_id=32636)

The comments are approximately 400 pages including the attachment of the public's comments to the Torrance transmittal letter.

I believe that the Cities, including Redondo Beach, can amplify the voices of the residents by attaching resident comments that the City has received as well and I request that the City of Redondo Beach include the comments that it has received regarding BCHDs DEIR as well.

Mark Nelson

Redondo Beach

Agenda Item: eComments for J.2. PC21-2488 PUBLIC HEARING FOR CONSIDERATION OF AN EXEMPTION DECLARATION AND VARIANCE FOR A REDUCED REAR YARD SETBACK TO CONSTRUCT A NEW ATTACHED TWO-CAR GARAGE, WITH A SECOND-STORY ADDITION ABOVE, ON PROPERTY LOCATED IN A LOW-DENSITY MULTIPLE-FAMILY RESIDENTIAL (R-2) ZONE.

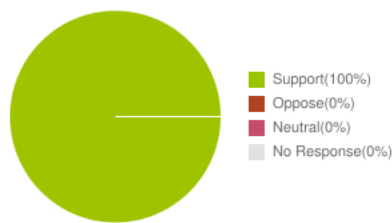
APPLICANT: STEWART AND CHIKAKO HOFFMAN  
ADDRESS: 2323 CLARK LANE  
CASE NO: VAR-2021-02

#### RECOMMENDATION:

1. Open public hearing and administer oath;
2. Take testimony from staff, applicant, and interested parties;
3. Close public hearing and deliberate;
4. Adopt a resolution by title only approving the request subject to the findings and conditions contained therein:

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF REDONDO BEACH, CALIFORNIA, APPROVING AN EXEMPTION DECLARATION AND GRANTING THE REQUEST FOR A VARIANCE TO ALLOW THE CONSTRUCTION OF A NEW TWO-CAR GARAGE WITH A SECOND-STORY ABOVE ATTACHED TO THE MAIN RESIDENCE ON PROPERTY LOCATED WITHIN A LOW-DENSITY, MULTIPLE-FAMILY RESIDENTIAL (R-2) ZONE AT 2323 CLARK LANE.

Overall Sentiment



Jennifer Wagner

Location:  
Submitted At: 7:48pm 05-20-21

I like the change from one car to two car garage so they can park cars on their property instead of street parking. I have no concerns at all

Sandra Nguyen

Location:  
Submitted At: 7:43pm 05-20-21

Hello Redondo Beach City Council members. I live next door to Stewart and Chikako Hoffman (@ 1305 Mackay Lane) and have no objections to their request to construct a new attached two-car garage with a second-story addition above. The remodeling of their property over the past few years have added value to the neighborhood and I believe that these proposed changes will continue to do so.



# Administrative Report

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F.1., File # PC21-2482

Meeting Date: 5/20/2021

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**TITLE**

APPROVE AFFIDAVIT OF POSTING OF THE PLANNING COMMISSION REGULAR MEETING OF  
MAY 20, 2021





Community Development  
Planning Division

415 Diamond Street, P.O. Box 270  
Redondo Beach, California 90277-0270  
www.redondo.org

tel 310 318-0637  
fax 310 372-8021

STATE OF CALIFORNIA           )  
COUNTY OF LOS ANGELES    )     SS  
CITY OF REDONDO BEACH       )

### **AFFIDAVIT OF POSTING**

In compliance with the Brown Act, the following materials have been posted at the locations indicated below.

Legislative Body               Planning Commission

Posting Type                    Regular Meeting Agenda – Virtual Meeting

Posting Locations               415 Diamond Street, Redondo Beach, CA 90277  
                                      ✓ City Hall Bulletin Board, Door “4”

Meeting Date & Time           Thursday May 20, 2021     7:00 p.m.

As Planning Analyst of the City of Redondo Beach, I declare, under penalty of perjury, the document noted above was posted at the date displayed below.

*Lina Portolese, Planning Analyst*

Date: May 14, 2021



# Administrative Report

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F.2., File # PC21-2483

Meeting Date: 5/20/2021

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**TITLE**

APPROVE MINUTES OF THE PLANNING COMMISSION REGULAR MEETINGS OF MARCH 18, 2021 AND APRIL 15, 2021

**A. CALL MEETING TO ORDER**

A Virtual Meeting of the City of Redondo Beach Planning Commission was called to order by Chair Elder at 7:00 p.m.

**B. ROLL CALL**

Commissioners Present: Hinsley, Toporow, Strutzenberg, Ung, Godek, Berg, Chair Elder

Officials Present: Brandy Forbes, Community Development Director  
Sean Scully, Planning Manager  
Lina Portolese, Planning Analyst

**C. SALUTE TO THE FLAG**

Commissioner Strutzenberg led in the Salute to the Flag.

**D. APPROVAL OF ORDER OF AGENDA**

Motion by Commissioner Strutzenberg, seconded by Commissioner Toporow, to approve the Order of Agenda, as presented. Motion carried unanimously (7-0), by roll call vote.

**E. BLUE FOLDER ITEMS – ADDITIONAL BACK UP MATERIALS**

**E.1 Receive and File Blue Folder Items**

Motion by Commissioner Strutzenberg, seconded by Commissioner Toporow, to receive and file Blue Folder Items. Motion carried unanimously (7-0), by roll call vote.

Commissioner Strutzenberg referenced the Appellant's Clarification to the Administrative Report and wanted to make sure Members of the Commission were able to read them.

**F. CONSENT CALENDAR**

**F.1 Approve Affidavit of Posting of Planning Commission Regular Meeting of March 18, 2021**

**F.2 Approve Minutes of the Regular Planning Commission meeting of January 21, 2021**

**F.3 Receive and File Planning Commission Referrals to Staff Update**

Commissioner Hinsley pulled Item No. F.3. from the Consent Calendar for separate

consideration.

Planning Analyst Lina Portolese announced there were no e-Comments or written communications received regarding the Consent Calendar.

Motion by Commissioner Strutzenberg, seconded by Commissioner Toporow, to approve Items No. F.1. and F.2. of Consent Calendar. Motion carried unanimously (7-0), by roll call vote.

## **G. EXCLUDED CONSENT CALENDAR ITEMS - None**

### **G.1. (F.3.) Receive and File Planning Commission Referrals to Staff Update**

Commissioner Hinsley referenced the Brown Act Review and noted the item has been completed.

Community Development Director Brandy Forbes added that the Commission decided to remove those items from the list, that have been completed.

Motion by Commissioner Hinsley, seconded by Commissioner Strutzenberg, to approve Item G.1. Motion carried unanimously (7-0), by roll call vote.

## **H. PUBLIC PARTICIPATION NON-AGENDA ITEMS**

### **H.1 Receive and File Written Communications for the Planning Commission on Non-Agenda Items**

Holly Osborne, Resident, referenced review of ADU regulations in 2019, changes in ADU setbacks and noted Legislative Bill SB 765 will allow a return to previous setbacks (5' in Redondo Beach).

Planning Analyst Lina Portolese announced there were no e-Comments and no other members of the public wishing to speak.

## **I. EX PARTE COMMUNICATIONS - None**

Commissioner Berg reported speaking to the appellants and visiting their property.

Commissioner Ung reported speaking with Commissioner Hinsley regarding the materials that were presented.

Commissioner Hinsley reported speaking with Commissioner Ung, the appellant, adjacent neighbors, and staff, and reported visiting the subject property.

Commissioner Strutzenberg reported meeting with the appellants at their property, with the complainants, at their property and noted speaking with Chair Elder, Director Forbes, and Chief Building Inspector Michael Ross.

Commissioner Godek reported meeting with the appellants at their property and speaking with staff and Chair Elder.

Chair Elder reported Commissioner Godek asked for directions as to whether she could reach out to the appellants.

Chair Elder reported meeting with the appellants at their property and speaking with adjacent neighbors, staff, and Commissioner Strutzenberg.

## **J. PUBLIC HEARINGS**

### **J.1 Public Hearing for consideration of an appeal of the Administrative Design Review decision denying the request to construct an accessory structure attached to the main home within the rear setback of the rear unit of an existing 2-unit residential condominium development on property located within a Low-Density Multiple-Family Residential (R-2) zone.**

APPLICANT: Matthew and Cory Sufnar  
PROPERTY OWNER: Same as applicant  
PROPERTY ADDRESS: 2015 Speyer Lane Unit B

#### **RECOMMENDATION:**

- 1) Open public hearing and administer oath;
  - 2) Request Staff presentation;
  - 3) Request appellant's presentation;
  - 4) Take further testimony from staff, the appellant, and the public, and deliberate;
  - 5) Close the public hearing;
  - 6) Adopt by title only a Resolution of the Planning Commission of the City of Redondo Beach, California, denying an appeal and upholding the Administrative Design Review decision denying the request for an accessory structure attached to the rear elevation of the main home within the rear setback of the rear unit of an existing 2-unit residential condominium development on property located within a Low-Density Multiple-Family Residential (R-2) zone at 2015 Speyer Lane Unit B;
- OR
- 7) Adopt by title only a Resolution of the Planning Commission of the City of Redondo Beach, California, upholding an appeal of the Administrative Design Review decision and granting the request for an accessory structure attached to the rear elevation of the main home within the rear setback of the rear unit of an existing 2-unit residential condominium development on property located within a Low-Density Multiple-Family Residential (R-2) zone at 2015 Speyer Lane Unit B

**CONTACT:** LINA PORTOLESE, PLANNING ANALYST

Motion by Commissioner Toporow, seconded by Commissioner Strutzenberg, to open the Public Hearing. Motion carried unanimously (7-0), by roll call vote.

The Chair administered the oath to those members of the public wishing to speak on this item.

Planning Analyst Lina Portolese presented details of the Administrative Report; summarized the subject site; addressed zoning, surrounding properties, setbacks, project background, first site plan approvals, second site plan approval, the last site approval, Administrative Design Review, Accessory Structures versus Architectural Features, and staff recommendation.

Discussion followed regarding photographs presented by the appellant of other structures meeting the same criteria and needing to research the individual properties to determine what was approved, code requirements for projections versus accessory structures, changes in the height of the fireplace, elements needing permits tied into the accessory structure and maintenance of trees on private property.

Cory Sufnar, Applicants, reported on the process and challenges related to the COVID-19 pandemic; referenced the City's General Plan; discussed Building Codes related to accessory structures in residential zones and felt they comply with Building Code 1-2.402. Ms. Sufnar addressed support from adjacent neighbors, precedent, key benefits to owners and residents and project background; showed a comparison of the previous and current structures; spoke about removal of trees; noted the five feet between buildings has no impact to neighbors and displayed photos of the current backyard.

Matthew Sufnar, Applicant, presented a matrix of Building Code 10.2.1500 compliance assessment; noted their accessory structure is fully compliant with the Code; stated an alternate structure code would be allowable; reported there are no impediments around the perimeter of the house; addressed an owner/neighbor benefits analysis of the accessory structure and discussed adjacent and block residential support for the project.

Ms. Sufnar continued with the presentation noting project rationale for the project and spoke about multiple complaints to the City, from the rear neighbor, and reported the neighbors have not contact them (Sufnars) directly to address concerns.

Mr. Sufnar provided examples of existing neighborhood precedent; discussed existing neighborhood maintenance and Code violations and suggested systemic abuse of City resources by the rear resident.

Ms. Sufnar presented an interpretation of Resolution 8913; provided a rebuttal of claims by the rear resident against the accessory structure and urged the Planning Commission to support the mission statement of the City and approve their project.

Chair Elder invited members of the public to address the Commission on this item.

Mike Goldstein spoke in support of the applicants and the project and reported they have been targeted and harassed by the rear neighbors.

Kerry Bosse expressed support for the applicants and their project.

William Errett expressed support for the applicants and their project.

Trey and Varina Moore expressed support for the applicants and their project.

Lynette Vandever referenced an eComment she submitted earlier and spoke in support of the applicants and their project.

Lisa Russell spoke in support of the applicants and their project.

Jens Wessel spoke in support of the applicants and their project.

Jean Leary expressed support of the applicants and their project.

Greg and Jennifer Danylyshyn spoke in support of the applicants and their project.

Christine and Jim Abramowski expressed support for the applicants and their project.

John and Shannon Semizian expressed support for the applicants and their project.

Lisa Agabian spoke in opposition to the project; alleged the applicants proceeded with the project without obtaining appropriate permits; stated the applicants defied City orders to stop work; listed negative impacts of the project; requested additional speaking time and referenced a presentation she submitted earlier, and which is included in the agenda packet.

Motion by Commissioner Hinsley, seconded by Commissioner Ung, to extend the speaker's time. Motion carried unanimously.

Ms. Agabian continued addressing negative impacts of the project; believed approval of the project will set precedent; referenced documents submitted under Blue Folder Items and requested the Commission deny the appeal.

Motion by Commissioner Hinsley, seconded by Commissioner Strutzenberg, to extend the speaker's time. Motion carried unanimously.

Ms. Agabian spoke in rebuttal to the applicants' project; alleged the appellants have broken the law and that the project encroaches on their property and lowers their property value; reported the applicants have used intimidation tactics and spread untruths about them and spoke about decreased privacy;

Motion by Commissioner Hinsley, seconded by Commissioner Berg, to extend the speaker's time by one additional minute. Motion carried unanimously.

Ms. Agabian reported they have endured personal attacks by the applicants.

Andrew Galves stated his only concern about the structure is whether it was built to safety codes; spoke in support of the applicants and the project and hoped a mutual solution can be reached.

Paige Howe expressed support for the applicants and their project and spoke about constant harassment by rear neighbors.

Bruce Bernard stated this is a Code Enforcement issue; reported stop work orders were not followed by the applicants; suggested the contractor should have explained the requirement for permits before starting construction; noted the outdoor living space requirement is 450 square feet, not 400 square feet; comment in drainage issues; discussed the roof and fireplace as two accessory structures; claimed the project reduces adjacent property values;

Motion by Commissioner Hinsley, seconded by Commissioner Berg, to extend the speaker's time by one additional minute. Motion carried unanimously.

Mr. Bernard urged the Commission to deny the appeal.

Planning Analyst Portolese read and the following eComments:

Susan Corey in support of the applicants and their project.  
Lynette Vandever in support of the applicants and their project.  
Kristina Cleland in support of the applicants and their project.  
Laura Grabher in support of the applicants and their project.  
Marshall and Diana Gelb in support of the applicants and their project.  
William Stock in opposition to the applicants and their project.  
Lori Boggio in support of the applicants and their project.  
Jasmine Rassekh in support of the applicants and their project.  
Dondi Kingsbury in support of the applicants and their project.  
Stephanie Todd in support of the applicants and their project.

Planning Analyst Portolese announced there were no other public or eComments.

In reply to Commissioner Hinsley's question, Community Development Director Forbes reported the missing 5' setback would be between the main building and the accessory structure; clarified the setback requirements for the accessory structure versus a pergola and discussed consulting with the City Attorney's office regarding interpretation of Building Code 10-2.41G in terms of accessory structures. Regarding his question about whether an accessory structure reduces outdoor living space, Planning Manager Scully explained at least 50% must be open to the sky and it must have a minimum of 450 square feet.

In response to Commissioner Strutzenberg's question regarding the issue being considered, Community Development Director Forbes explained the applicants applied for approval of their accessory structure without a 5' setback, which is not permitted. Commissioner Strutzenberg claimed the attachment at the side of the house seems sturdy and felt the solution does not seem much different than what has been built. Planning Manager Scully confirmed the site meets outdoor living space requirements. Commissioner Strutzenberg noted the need to work on the issue of accessory structures. Community Development Director Forbes pointed out the City Attorney's office acknowledged the section of the code, but also acknowledged the Community Development Director interprets the code.

Commissioner Hinsley referenced a Blue Folder Item regarding proposed modifications, submitted by Ms. Agabian; noted the suggested 6' minimum setback is not a requirement of the



fireplace or the roof and asked about the opponents' biggest concern.

Mr. Agabian reported their biggest concerns are a negative impact to property values and noise; stated they planted several trees on the north side of their yard and explained they are waiting for resolution of this issue before they decide what to do with their yard.

Ms. Agabian added their concerns include decreased property values, noise, trees, privacy, and runoff.

Commissioner Hinsley asked whether the appellants would be open to accommodations and Ms. Sufnar stated they would be open to any reasonable solution.

Chair Elder asked about the property line in relation to the fence and noted there is an offset in the fences. Planning Analyst Portolese indicated the original property line is in the City's archives but may not include any modifications since initial construction.

Ms. Sufnar noted there is an engineering report on record and reported that concurrently, from the house to the fence there is 13.5'.

Chair Elder hoped to find a reasonable compromise and thanked everyone participating. In response to his question, Ms. Sufnar stated they would be open to adding rain gutters to address runoff.

Community Development Director Forbes added it would also have to drain unto their property and not the rear neighbors' property.

Mr. Agabian reported the fence is all on the Sufnar's property including the retaining wall and reported there is a 6-inch offset where the fence juts south onto their property. He stated the addition of rain gutters should help.

In reply to Commissioner Ung's question regarding possible alternatives for solutions, Community Development Director Forbes reported if the decision is upheld, the whole structure would not need to be removed, but modified; noted it is unknown whether they would meet variance criteria and stated her interpretation must be based on the existing code.

In response to Commissioner Hinsley's request, Community Development Director Forbes explained the two resolutions for the Commissioner to consider; noted the Commission would have to make specific findings and is able to add conditions of approval.

Motion by Commissioner Hinsley, seconded by Commissioner Godek, to allow Ms. Agarian 2 minutes to address the Commission. Motion carried unanimously.

In response to Ms. Agarian's question, Community Development Director Forbes clarified 50% of the required 450 square feet would need to be open to the sky.

In reply to Commissioner Berg's question, Planning Manager Scully reported that you cannot have more than 50% of the required open space, covered.

Discussion followed regarding the possibility of reducing the size of the roof, clarification of outdoor living space requirements relative to 50% of the “actual” area.

Motion by Commissioner Strutzenberg, seconded by Commissioner Toporow, to close the Public Hearing. Motion carried unanimously (7-0), by roll call vote.

Commissioner Toporow thanked the appellants for their work and obtaining support from the community; noted that at one time, the properties in the neighborhood were single residences; discussed her interest in open space; reported the Commission is currently on defining open space; talked about reductions in open space as development in the neighborhood, occurred and claimed the structure would work if the roof on the house was buzzed cut, went 5’ in and buzz cut it again. She spoke about noise and visibility; recommended installing trellises so they could be cut on both sides and gutters and believed the space is beautiful and the appellant has done a great job.

Chair Elder spoke about the possibility of updating the code.

Commissioner Berg stated it would be less attractive to stagger the roofs; agreed with the suggestion to add gutters and trellises and discussed the possibility of fines for not following proper procedures.

Chair Elder stated if the Commission agrees with the letter of the law than it should make findings that agree with the letter of the law.

Commissioner Toporow stated the root cause is that nature was broken in the 60’s, there was no respect for the law of nature, and everything was overbuilt.

Motion by Commissioner Strutzenberg, seconded by Commissioner Toporow adopt by title only a Resolution of the Planning Commission of the City of Redondo Beach, California, upholding an appeal of the Administrative Design Review decision and granting the request for an accessory structure’s roof attached to the rear elevation of the main home within the rear setback of the rear unit of an existing 2-unit residential condominium development on property located within a Low-Density Multiple-Family Residential (R-2) zone at 2015 Speyer Lane Unit B, with a condition that rain gutters be added to the north lower edge of the roof that drains into the rear property and adding trellis structures or plantings, as approved by the Planning Division, to the height of the roof on both sides of the fireplace to buffer sound, mitigate privacy and add greenery and prohibiting attaching walls to the accessory structure.

Commissioner Hinsley felt adding trees on the rear neighbors’ property would be a better solution than trellises; suggested adding a condition about the need for the City to review future structures and submit all required permits and reduce the time frame for compliance to 12 months.

Commissioner Strutzenberg spoke about challenges on imposing conditions to the neighbors’ property.

In response to Commissioner Ung’s inquiry regarding defining accessory structure roofs,

Community Development Director Forbes reported if the interpretation allows the attachment of an accessory structure roof to the main structure it takes away making that section of the code, null and void. She added that consideration was given to the fireplace becoming a part of the structure (expanding the accessory structure).

Chair Elder requested adding a condition that no walls are to be adjacent to the primary structure.

Discussion followed regarding requiring the appellants to get all appropriate permits.

Community Development Director Forbes reviewed the added conditions:

- Rain gutters to be added to the north roof of the structure that drain onto 2015 Spire Lane, Unit B property, away from the property to the north
- Plantings, as approved by the Planning Division, shall be installed to the height of the roof of the structure and must be installed on either side of the fireplace portion of the structure to buffer sound and incorporate natural elements and shall be maintained by the owner
- If any additional accessory structure is to be considered in the rear yard, it must be meet the Redondo Beach Municipal Code and all required municipal permits must be obtained prior to any construction or the additional structure will be required to be removed
- No walls may be added to this accessory structure within 5' of the dwelling unit or any other accessory structure
- The property owner shall submit construction plans and all required approvals and municipal permits must be obtained from the City of Redondo Beach within 12 months

Discussion followed regarding Code Enforcement being on a complaint basis.

Motion by Commissioner Strutzenberg, seconded by Commissioner Toporow adopt by title only a Resolution of the Planning Commission of the City of Redondo Beach, California, upholding an appeal of the Administrative Design Review decision and granting the request for an accessory structure's roof attached to the rear elevation of the main home within the rear setback of the rear unit of an existing 2-unit residential condominium development on property located within a Low-Density Multiple-Family Residential (R-2) zone at 2015 Speyer Lane Unit B, with the following added Conditions of Approval:

- Rain gutters to be added to the north roof of the structure that drain onto 2015 Speyer Lane, Unit B property, away from the property to the north
- Plantings, as approved by the Planning Division, shall be installed to the height of the roof of the structure and must be installed on either side of the fireplace portion of the structure to buffer sound and incorporate natural elements and shall be maintained by the owner
- If any additional accessory structure is to be considered in the rear yard, it must be meet the Redondo Beach Municipal Code and all required municipal permits must be obtained prior to any construction or the additional structure will be required to be removed
- No walls may be added to this accessory structure within 5 feet of the dwelling unit or any other accessory structure
- The property owner shall submit construction plans and all required approvals and municipal permits must be obtained from the City of Redondo Beach within 6 months
- Section 2. the approval shall be null and void after 12 months

Motion carried unanimously (7-0), by roll call vote.

Chair Elder encouraged the public to start with the Planning Division when applying for any construction and to through the proper channels.

**K. ITEMS CONTINUED FROM PREVIOUS AGENDAS - None**

**L. ITEMS FOR DISCUSSION PRIOR TO ACTION - None**

**M. ITEMS FROM STAFF**

Commissioner Hinsley referenced the Galleria project and asked whether permits have been pulled. Community Development Director Forbes reported 36 months were for the Tentative Tract Map; stated they may need to adjust due to COVID-19, in terms of phasing, and noted no permits have been pulled.

In respond to Commissioner Hinsley's question, Community Development Director Forbes provided an update of the Logado project.

**N. COMMISSION ITEMS AND REFERRALS TO STAFF**

At Commissioner Strutzenberg's request, Community Development Director Forbes reported he will be sworn in on April 27, 2021 and until then, he is still a Planning Commissioner.

Community Development Director Forbes congratulated Chair Elder and Commissioner Strutzenberg for being elected to the Redondo Beach School District Board.

In response to Chair Elder's question, Community Development Director Forbes announced an upcoming community meeting on April 7, 2021 at 6:30 p.m. to discuss Land-use plan/map and how it incorporates into the Housing Element and asked Commissioners to watch the meeting before the next regular Commission meeting.

Chair Elder discussed a recent presentation from SBCCOG and encouraged the public to view the video of the meeting.

**O. ADJOURNMENT**

There being no further business to come before the Commission, Commissioner Godek motioned, seconded by Commissioner Hinsley, to adjourn at 11:23 p.m. to the next Planning Commission meeting on Thursday, April 15, 2021, at 7:00 p.m. Motion carried unanimously (7-0), by roll call vote.

Respectfully submitted,

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Brandy Forbes, AICP  
Community Development Director

**A. CALL MEETING TO ORDER**

A Virtual Meeting of the City of Redondo Beach Planning Commission was called to order by Chair Elder at 7:00 p.m.

**B. ROLL CALL**

Commissioners Present: Hinsley, Toporow, Strutzenberg, Ung, Godek, Berg, Chair Elder

Officials Present: Brandy Forbes, Community Development Director  
Sean Scully, Planning Manager  
Lina Portolese, Planning Analyst

Consultants Present: Wendy Nowak, Placeworks  
Halley Grundy, Placeworks  
Veronica Tan, Housing Consultant

**C. SALUTE TO THE FLAG**

Commissioner Ung led in the Salute to the Flag.

**D. APPROVAL OF ORDER OF AGENDA**

Motion by Commissioner Toporow, seconded by Commissioner Godek, to approve the Order of Agenda, as presented. Motion carried unanimously (7-0), by roll call vote.

**E. BLUE FOLDER ITEMS – ADDITIONAL BACK UP MATERIALS**

**E.1 Receive and File Blue Folder Items**

Motion by Commissioner Ung, seconded by Commissioner Toporow, to receive and file Blue Folder Items. Motion carried unanimously (7-0), by roll call vote.

**F. CONSENT CALENDAR**

**F.1 Approve Affidavit of Posting of Planning Commission Regular Meeting of April 15, 2021**

**F.2 Approve Minutes of the Regular Planning Commission meeting of March 18, 2021**

### **F.3 Receive and File Planning Commission Referrals to Staff Update**

Commissioner Hinsley pulled Item No. F.2. from the Consent Calendar for separate consideration.

Planning Analyst Lina Portolese announced there were no e-Comments or written communications received regarding the Consent Calendar.

Motion by Commissioner Toporow, seconded by Commissioner Ung, to approve Items No. F.1 and F.3 of the Consent Calendar. Motion carried unanimously (7-0), by roll call vote.

### **G. EXCLUDED CONSENT CALENDAR ITEMS**

#### **G.1 (F.2) Approve Minutes of the Regular Planning Commission meeting of March 18, 2021**

Commissioner Hinsley stated he would like additional time to review the minutes from March 18, 2021.

Commissioner Strutzenberg requested a change to page 4 of the minutes for the paragraph regarding communication between the property owner and neighbor. Staff will verify the requested changed based on the meeting video.

Chair Elder requested a change on page 10 for the date of swearing in to the school board from April 26<sup>th</sup> to April 27<sup>th</sup>.

Commissioner Toporow requested a change to page 8 to state “.....respect for the law of nature.”

Commissioner Strutzenberg had technical difficulties and left the meeting, temporarily.

Motion by Commissioner Hinsley, seconded by Commissioner Godek, to verify suggested edits and continue Item No. F.2 to the next Planning Commission meeting. Motion carried (6-0), by roll call vote with Commissioner Strutzenberg, absent.

### **H. PUBLIC PARTICIPATION NON-AGENDA ITEMS**

#### **H.1 Receive and File Written Communications for the Planning Commission on Non-Agenda Items**

Planning Analyst Lina Portolese announced there were no e-Comments and no members of the public wishing to speak on non-agenda items.

Motion by Commissioner Toporow, seconded by Commissioner Berg, to receive and file written communications for the Planning Commission on non-agenda items. Motion carried (6-0), by roll call vote with Commissioner Strutzenberg, absent.

Commissioner Strutzenberg returned to the meeting.

**I. EX PARTE COMMUNICATIONS - None**

**J. PUBLIC HEARINGS - None**

**K. ITEMS CONTINUED FROM PREVIOUS AGENDAS - None**

**L. ITEMS FOR DISCUSSION PRIOR TO ACTION**

**L.1. DISCUSSION AND POSSIBLE ACTION ON THE GENERAL PLAN ADVISORY COMMITTEE (GPAC) RECOMMENDED LAND USE PLAN AND MAP**

Discuss, receive public input/comments, consider, and make a recommendation to the Mayor and City Council on the Draft General Plan Land Use Plan/Map which will support and inform the Draft Housing Element Update and serve as the basis for the required environmental analysis (California Environmental Quality Act – CEQA) of the City’s ongoing General Plan Update

**CONTACT: SEAN SCULLY, PLANNING MANAGER**

Community Development Director Brandy Forbes introduced the item and Consultants Wendy Novak and Halley Grundy, Placeworks and Veronica Tan, Housing Consultant and addressed the review process.

Wendy Novak, Placeworks, displayed a PowerPoint presentation on the General Plan Update and Recommended Land Use Plan addressing the purpose of tonight’s meeting, background, the GPAC and its role, the collective effort, changes in State law, the General Plan and required elements, reasons for the update, progress to date, community workshops, future planning considerations, new State laws affecting housing, the GPAC’s original recommended LUP before law changes, RHNA and RHNA requirements, solving RHNA considerations, affordability breakdown of the City’s RHNA allocation, breakdown of draft allocation, RHNA strategy estimates, potential moderate and above moderate income sites and potential low and very-low income sites. She detailed recommended land use changes for the City, the GPAC approach to land use, the foundation for the recommendations, recommended land definitions, focus areas, total acres and types of changes, differences between the recommended plan and the current plan and density examples.

Community Development Director Forbes explained the RHNA cycle is eight years while the City’s Housing Element is currently a four-year cycle and planning the land use involves a longer term. If the City can submit its Housing Element and adopt it by the deadline, it will return to an eight-year cycle.



Ms. Novak reviewed maps of where comments came from; discussed available searches and information; displayed maps addressing the current General Plan for specified areas and the corresponding recommended land use plan; addressed the 190th Overlay Area, Kingsdale, PCH Central South of Ruby, Tech District Residential Overlay Compatibility with Northrop, and differences from the current General Plan.

Commissioner Hinsley expressed disappointment that the Planning Commission has only one opportunity to consider this matter; noted this subject needs to be given more time for a deep dive; suggested considering what the City would look like in twenty years and what needs to be done to meet the eight-year RHNA cycle.

Chair Elder noted the Commission has flexibility in terms of making recommendations.

Commissioner Strutzenberg referenced the RHNA 20% buffer; noted there is nothing in SB 166 requiring a 20% buffer and asked why it is being built in at this time.

Veronica Tan, Housing Consultant, referenced the HCD Guidebook, AB 1397 provides specific requirements on how to do site inventory; developed a memo regarding the process and sites that could be included and recommended a buffer of 15% to 30%.

Commissioner Ung pointed out when low-income housing was added, there was a ground rule indicating you could not have it in a specified area and asked how that was defined in the process.

Ms. Tan reported there is no definition, and the added requirement came from AB 3686 and one of the requirements prohibits concentrations of low-income housing. She added that because there is no specific threshold to meet, the idea is that the City has to make sure there are opportunities in other areas of the City and reported if some of the census tracts are considered to be low resources, the City must have a plan related to community and neighborhood improvements.

Commissioner Ung referenced public comments noting residents feel some areas are concentrated and noted the need for objective criteria that would suggest they are not concentrated.

Discussion followed regarding when the City was made aware of the RHNA allocations; spoke about SCAG's evaluation of methodologies and discussed their determination of a methodology that no one had evaluated.

Commissioner Berg commended the GPAC and staff on their hard work; wished the Planning Commission had more time to study the item and noted he will have to rely on how the GPAC deliberated.

Community Development Director Forbes reported it was a lengthy process of evaluating the focus groups and developing options in the focus areas and stated the GPAC evaluated comments and options and voted on its recommendations.

Commissioner Toporow asked about cities pushing back on the State and Community Development Director Forbes explained currently, there is no judicial review, challenges are made through HCD and HCD makes the final ruling and reported there is current legislation that would add judicial review. She added that the City has challenged the methodology all along the way and noted other municipalities are having to up-zone/re-zone.

Commissioner Toporow stated there is something inherently wrong in not having a judicial process; noted a discrepancy between State requirements and the vision for the City for the next twenty years; discussed zone changes causing changes in property values, commented on the separation of north and south Redondo Beach; preferred looking at the City as a diverse, five-district city and asked about consideration of the AES site.

Discussion followed regarding the increased possibility for non-profit developers once a certain density is reached.

Community Development Director Forbes reported the Commission may make a recommendation to consider and include the AES site.

Commissioner Hinsley agreed with Commissioner Toporow to consider the City as a whole, five-district, diverse city and in response to his question, Community Development Director Forbes noted that per State regulations, SCAG determines the methodology and allocations.

Chair Elder opened public comments.

Alisa Beeli expressed concerns about the impact adding 950 housing units will have on her neighborhood, community, schools, traffic, and property values; felt the distribution of units needs to be equitable among the five districts; stressed the AES site needs to be considered as an option and opined north Redondo is repeatedly treated unfairly.

Wally Marks, Commercial Property Owner, spoke in support of the Kingsdale/Galleria assessment, consolidation of sites and higher densities.

Bob Pinzler, GPAC, spoke about an item included in the General Plan document provided to the Planning Commission that was not given specific notice to the GPAC relative to the PCF zone including "residential care for the elderly" and wondered how many other edits were made without consulting the GPAC. He recommended that the Planning Commission delete "residential care for the elderly" from the PCF zone.

Marcie Guillermo agreed with the suggestions made by Mr. Pinzler; wondered how the number of units are determined, based on the sizes of roads and sidewalks; suggested the Commission consider that PCH and Torrance Boulevard are major corridors and continue with the old plan.

Holly Osbourne referenced AB 1258; noted it will allow cities to challenge HSC on RHNA; spoke about the City's RHNA allocation and reported the City of Los Angeles led the charge in increasing the City's allocation.

Community Development Director Forbes reported City Council will consider support for AB 1258 at its next meeting as well as another initiative giving control back to Charter cities to make their determinations on land uses.

Suzanne Nguyen expressed concerns with increased traffic in her neighborhood; spoke in support of spreading the RHNA equally, among the five districts and agreed that if the 20% increase is not a requirement, it should not be implemented.

Planning Analyst Portolese read eComments from the following members of the public:

Matthew Kilroy expressed concern that the methodology for counting ADUs is flawed and should be challenged.

Michael Garlan stated the housing allocation submitted by the GPAC is unfair to residents of north Redondo Beach and suggested spreading the housing allocations equitably between north and south Redondo Beach.

Minh Nguyen, asked that the housing allocation be spread equitably between north and south Redondo Beach and suggested consideration of the AES property.

Amy Luthra asked that the housing allocation be spread equitably between north and south Redondo Beach.

There were no other public comments.

Chair Elder acknowledged the public's concerns; reported this is not something the City is pushing but rather it is being forced on the City by the State.

Commissioner Strutzenberg noted the 20% buffer is not a requirement but rather, discretionary; discussed the potential for housing at the Galleria; addressed the proposed overlay and the potential for near-term development to qualify for RHNA within the eight-year RHNA cycle; spoke about the AES not being available, yet and the need for remediation of the site; commented on the removal of mixed-use on the west end; reported the south PCH corridor is a very dense area and suggested matching the zoning to existing conditions for credit.

Planning Manager Scully reported it is not an underutilized site and therefore, would not qualify for RHNA credit.

In reply to Commissioner Strutzenberg's question, Ms. Novak discussed the GPAC review, the need to match the GPAC's recommendations to State requirements and an additional meeting for the GPAC's consideration. She added that all of the GPAC's decisions are documented on the website.

Commissioner Strutzenberg referenced the Torrance/PCH intersection and in response to his question, Planning Manager Scully reported it is recorded as a mixed-use recommendation and included as potential for near-term development.

Discussion followed regarding recommended land definitions and discrepancies, setting higher numbers than what is required and getting credit for same and creation of an MU-2 in the Coastal Zone.

In response to Commissioner Hinsley's question, Community Development Director Forbes discussed the review process and next steps and addressed the number of residents living within the City's two zip codes.

Commissioner Godek commented on the AES site not being available and in response to her question regarding the City having to fill in the gap elsewhere, if a developer does not build to full capacity, Planning Manager Scully used the Galleria site as an example of the City having to make up for the shortfall in other areas.

Housing Consultant Tan added there may be a proposed bill making developers responsible to build at full capacity with mechanisms that if developers do not build at target densities, they would have to pay an in-lieu fee.

Commissioner Ung commented on the AES site being unavailable but noted units do not have to be built but rather, there must be a realistic capacity to build, and Community Development Director Forbes stated it must have the ability to be developed within a given timeframe.

Commissioner Ung discussed considering other areas where overlays might be appropriate, the importance of providing options for at least a perception of equitability, the possibility of park land at the AES property and spoke about mixed-use on PCH along commercial zones and providing options in other areas.

Discussion followed regarding the 20% buffer, carefully considering where to allow it and setting a lower buffer margin.

In response to Commissioner Hinsley question, Housing Consultant Tan reported the RHNA numbers do not include density bonuses and they are not counted until there is a project. She added that for every 100 units built, the City would lose 100 units of feasible sites for lower income and noted the no net loss is not just on the absolute number but also on the income distribution. Commissioner Hinsley felt a 10% buffer would be reasonable.

In reply to Commissioner Ung's question, Housing Consultant Tan reported there is a buffer in the current plan and used the Galleria project as an example. Commissioner Ung referenced the Legado project, where the developer built lower than the maximum.

Chair Elder commented on the need to find low and low-income housing units which can be achieved with high-density housing.

Commissioner Strutzenberg discussed the Legado project noting it ended up at 115 units which was maximum for the lot they developed.

Motion by Commissioner Hinsley, seconded by Commissioner Godek, to recommend a 10% buffer to City Council. Motion carried (6-1), by roll call vote with Commissioner Strutzenberg, opposed.

Discussion followed regarding considering the AES site, recommending dwelling units or mixed-use on a specified percentage of the site, building commercial and park land on part of the property, giving City Council options to choose from, the public's past rejection of 600 units on the AES site and low probability they will accept 750 units on the site, the need to consider many variables and providing recommendations over 2,500 so that City Council can decide what is the most equitable and in the best interest of the City.

Relative to the AES site, Commissioner Ung recommended 30 dwelling units/acre on 50% of the property.

Motion by Commissioner Ung, seconded by Commissioner Toporow, to recommend that City Council consider mixed-use with 30 dwelling units/acre for up to 50% of the AES site to offset some of the overlay alternatives previously recommended.

Substitute motion by Commissioner Hinsley to recommend that City Council zone 10 acres at 45 dwelling units/acre, just residential. The substitute motion died for lack of a second.

Motion carried (5-2), by roll call vote with Commissioners Hinsley and Strutzenberg, opposed.

Chair Elder noted challenges in terms of high-density units.

Chair Elder discussed the North Tech District and reported concerns that the City's RHNA is high because the City has residential zones in transit corridors.

Housing Consultant Tan reported the RHNA methodology changes every cycle and noted the methodology was changed at the last minute, during this cycle, with emphasis on access to transit and accessibility to jobs.

Chair Elder spoke about finding areas of mixed-use for all areas; noted challenges in the North Tech District and discussed considering parking requirements and having strong incentives to use transit.

Commissioner Berg agreed with Chair Elder's comments; noted residents do not want added housing in the North Tech District; addressed the lack of resources in the area and felt mixed-use would not be appropriate.

Chair Elder proposed no more than 250 units in the North Tech District.

Commissioner Hinsley recommended no housing and finding housing somewhere else in the area such as along Aviation Boulevard between Artesia and Manhattan Beach Boulevards.

Community Development Director Forbes provided background regarding the Kingsdale area including the GPAC recommended LUP, lot consolidation and a property owner's proposal of mixed-use with 60 dwelling units/acre for the consolidated area.

Commissioner Strutzenberg recommended keeping the GPAC's original recommendation of 30 dwelling units/acre.

Motion by Commissioner Strutzenberg, seconded by Commissioner Toporow, to recommend that City Council consider keeping the GPAC's original recommendation of mixed-use at 30 dwelling units/acre in the Kingsdale area.

Substitute motion by Commissioner Berg to recommend that City Council consider the lot consolidation and residential use at 60 dwelling units/acre in the Kingsdale area. The Substitute motion died for lack of a second.

Discussion followed regarding the possibility of the City getting partial credit for the GPAC recommendations and the possibility of getting credit at 45 dwelling units/acre.

Commissioner Ung offered a friendly amendment changing residential to mixed-use but there was no support from the Commission.

Substitute motion by Commissioner Hinsley, seconded by Commissioner Berg to recommend that City Council consider the lot consolidation area as residential use at 45 dwelling units/acre in the 3-acre consolidated lot on the north end of Kingsdale. The Substitute motion carried (5-2), by roll call vote with Commissioners Strutzenberg and Ung, opposed.

Discussion followed regarding the current zoning immediately south of the consolidated lots and fragmented sites not suitable for assembly.

Commissioner Hinsley recommended returning the area south of the consolidated lots to its current zoning, since the City will not get RHNA credit for any below-market housing in the area.

Motion by Commissioner Hinsley, seconded by Chair Elder, to recommend that the Kingsdale area south of the lot consolidation area remain as the existing lower-density, residential land use. The motion carried (5-2), by roll call vote with Commissioners Strutzenberg and Ung, opposed.

Commissioner Hinsley referenced the southeast corner of Artesia and Aviation, north of Carnegie; discussed existing uses in the area and recommended future development of mixed-use at 30 dwelling units/acre on the site.

Commissioner Berg expressed concern about adding housing on one of the busiest



intersections in the City.

Commissioner Hinsley suggested recommended housing on a percentage of the site.

Commissioner Berg noted existing an age-restricted development on the site and in response to his question regarding what constitutes a residence, Community Development Director Forbes confirmed assisted-living facilities count towards RHNA if they have kitchens and noted that age-restricted housing is housing.

Motion by Commissioner Hinsley, seconded by Commissioner Strutzenberg, to recommend residential use at 30 dwelling units/acre on the southeast corner of Artesia and Aviation, north of Carnegie. The motion carried (7-0), by roll call vote.

Commissioner Hinsley suggested removing mixed-use on Green and Artesia; noted commercial on the first floor is not well utilized and recommended adding housing in one or two blocks of Artesia Boulevard.

Chair Elder commented on the COG recommending a neighborhood-oriented design with commercial at major intersections and residential in the middle.

Commissioner Ung spoke about ensuring horizontal mixed-use versus vertical mixed-use.

Ms. Novak reported the GPAC considered Commissioner Hinsley's recommendations in the past and made prototypes to determine what would be appropriate. She offered to review the matter if the Planning Commission recommends residential on Artesia Boulevard.

Commissioner Strutzenberg felt this would be a great opportunity for form-based zoning and Community Development Director Forbes indicated that is an example of something that could be considered.

Discussion followed regarding the senior residential building across the Library, the need to accommodate parking when considering residential on Artesia, the possibility of reducing parking requirements and the GPAC's determination that the only way to make residential, feasible, was to allow three- and four-stories.

Motion by Commissioner Berg, seconded by Commissioner Ung to table consideration of Artesia Boulevard and maintain the GPAC's recommendation. The motion carried by consensus.

Regarding the PCH north area, Commissioner Ung spoke about the industrial and commercial plex zones and suggested it as a residential overlay zone.

Commissioner Strutzenberg referenced the public institutional zone noting it includes residential care for the elderly and felt it should not be included as they are commercial entities and expressed concerns regarding the FAR of 1.25 and requested, they be removed.

Discussion followed regarding the southeast corner of the Galleria site, the number of units proposed for the residential overlay, identifying specific lots and sites for residential and the possibility of adding housing to the Galleria site.

Commissioner Hinsley recommended that City Council consider the southeast section of the area for housing.

Commissioner Ung felt it would be better to consider the entire area.

Discussion followed regarding a residential overlay in the Pacific Crest Cemetery area.

Motion by Commissioner Hinsley, seconded by Commissioner Toporow, to recommend that City Council consider the southern location of the Galleria south overlay to be more targeted in terms of which areas to be used for the housing at 30 dwelling units/acre (approximately 300 units). The motion carried (5-2), by roll call vote, with Commissioners Strutzenberg and Ung, opposed.

Discussion followed regarding the feasibility of building a pedestrian bridge in the PCH area.

Commissioner Berg suggested removing the Whole Foods shopping center and leaving it commercial.

Motion by Commissioner Ung, seconded by Commissioner Toporow to recommend that City Council consider applying the residential overlay to the commercial plex and industrial zones in the PCH area. The motion carried (4-3), by roll call vote, with Commissioners Strutzenberg, Hinsley and Berg, opposed.

Discussion followed regarding options for PCH Central south of Ruby.

Commissioner Toporow stated it would be best to keep the area, commercial.

Housing Consultant Tan noted consideration is given to zoning as well as the viability of specific properties and reported that in terms of residential, the City can only count the net increase.

Planning Manager Scully reported the City would lose 150 units.

Discussion followed regarding new legislation allowing churches to remain and using their parking areas.

Motion by Commissioner Hinsley, seconded by Commissioner Toporow, to recommended removing mixed-use on PCH and Torrance Boulevard, replace it with commercial plex and consider Option B. The motion carried (4-3), by roll call vote, with Commissioners Strutzenberg, Ung and Chair Elder, opposed.

The Commission considered Beach Cities Health District sites.



Commissioner Strutzenberg suggested removing the PI category in terms of including residential care for the elderly and the FAR recommendation of 1.25.

Commissioner Hinsley commented on residential care for the elderly as a conditional use.

Motion by Commissioner Hinsley to remove the FAR from the PI category and consider a description change to make it consistent with the General Plan description. The motion failed for lack of a second.

Ms. Novak stated she will investigate the issue.

Community Development Director Forbes suggested investigating the description change of the category PI relative to including RCFE and removing the FAR of 1.25 from the definition.

Motion by Commissioner Strutzenberg, seconded by Commissioner Hinsley, to recommend to City Council to investigating the description change of the category PI relative to including RCFE and removing the FAR of 1.25 from the definition. The motion carried (7-0), by roll call vote.

Discussion followed regarding the North Tech District and Community Development Director Forbes noted prior discussion to recommend having the North Tech District overlay to be reduced or removed.

Planning Manager Scully reported the current unit count is 1,432 and reviewed the proposed changes in RHNA Strategy estimates.

Community Development Director Forbes reframed her suggestion to recommend for the North Tech District overlay to reduce or remove only additional units needed in the commercial zone.

Commissioner Hinsley noted that between the AES site and the residential overlay of the commercial zone next to it, there are 1,000 units between PCH, Harbor Drive and Anita and felt that should be carefully reviewed.

Community Development Director Forbes stated there will be recommendations that the City Council will and will not agree with and noted they will recognize the need for balance.

Commissioner Hinsley letting the City Council know these are options recommended by the Planning Commission and asking them to take them into consideration when deciding on allocations.

Chair Elder suggested letting City Council know the Commission is not, intentionally, trying to force housing into one area.

Commissioner Ung noted the Commission is providing City Council with options to consider in making their final decision.

Commissioner Godek suggested recommending reducing instead of removing units from the North Tech District.

Community Development Director Forbes restated her suggestion to recommend for the North Tech District overlay to be reduced to only include any additional units needed and limit it to only the commercial portion east and north of the railroad and SCE right-of-way.

Commissioner Toporow stated it the area is developed properly; it would change the quality of the neighborhood.

Commissioner Ung suggested consideration of the former Aviation High School site (immediately east of the tracks) would be a good candidate for an overlay.

Commissioner Hinsley suggested that City Council consider increasing the FAR in the area between Marine and Manhattan Beach Boulevard, east of Aviation for more of a campus use.

Motion by Commissioner Toporow, seconded by Chair Elder, to recommend that City Council consider the area east of Aviation Park and Aviation track for mixed-use. The motion carried (4-2-1), by roll call vote, with Commissioners Strutzenberg and Hinsley, opposed and Commissioner Ung, abstaining due to proximity of the area to his employment.

Motion by Commissioner Hinsley, Commissioner Godek, to recommend that City Council consider increasing the FAR in the area between Marine Avenue and Manhattan Beach Boulevard, east of Aviation to maximize commercial/industrial use for more of a campus use. The motion carried (6-1), by roll call vote, with Commissioner Ung, abstaining due to proximity of the area to his employment.

Motion by Commissioner Ung, seconded by Commissioner Toporow, to recommend to City Council to consider the North Tech District overlay be reduced to only include any additional units needed and limit it to only the portion east and north of the railroad and SCE right-of-way of the overlay. The motion carried (5-2), by roll call vote, with Commissioners Strutzenberg and Berg, opposed.

Commissioner Hinsley referenced 190th Street near Hawthorne Boulevard; noted there is a 97-unit complex on the corner that was R3 but was down-zoned in 1992; stated there are many examples of that throughout the City and asked what can be done to get credit for what exists, today.

Housing Consultant Tan reiterated the City can only count net increase to meet RHNA requirements and discussed what the City of Los Angeles did as a policy, where the city is allowed to rebuild what currently exists. She added that the City is not allowed to count inclusionary units until they are built.

Motion by Commissioner Hinsley, seconded by Commissioner Godek to recommend that City Council consider areas that could be downzoned for additional RHNA credits. The motion carried (7-0), by roll call vote.

**M. ITEMS FROM STAFF - None**

**N. COMMISSION ITEMS AND REFERRALS TO STAFF**

Chair Elder noted this is his last Planning Commission meeting and thanked staff and his Commission colleagues for their help.

**O. ADJOURNMENT**

There being no further business to come before the Commission, Commissioner Godek motioned, seconded by Commissioner Hinsley, to adjourn at 1:30 a.m. on April 16, 2021 to the next Planning Commission meeting on Thursday, May 20, 2021, at 7:00 p.m. Motion carried unanimously (7-0), by roll call vote.

Respectfully submitted,

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Brandy Forbes  
Community Development Director

## **BLUE FOLDER ITEM**

*Blue folder items are additional back up material to administrative reports and/or public comments received after the printing and distribution of the agenda packet for receive and file.*

### **PLANNING COMMISSION MEETING May 20, 2021**

#### **F.2. APPROVE MINUTES OF THE PLANNING COMMISSION REGULAR MEETINGS OF MARCH 18, 2021 AND APRIL 15, 2021**

- Revised draft minutes of March 18, 2021

**A. CALL MEETING TO ORDER**

A Virtual Meeting of the City of Redondo Beach Planning Commission was called to order by Chair Elder at 7:00 p.m.

**B. ROLL CALL**

Commissioners Present: Hinsley, Toporow, Strutzenberg, Ung, Godek, Berg, Chair Elder

Officials Present: Brandy Forbes, Community Development Director  
Sean Scully, Planning Manager  
Lina Portolese, Planning Analyst

**C. SALUTE TO THE FLAG**

Commissioner Strutzenberg led in the Salute to the Flag.

**D. APPROVAL OF ORDER OF AGENDA**

Motion by Commissioner Strutzenberg, seconded by Commissioner Toporow, to approve the Order of Agenda, as presented. Motion carried unanimously (7-0), by roll call vote.

**E. BLUE FOLDER ITEMS – ADDITIONAL BACK UP MATERIALS**

**E.1 Receive and File Blue Folder Items**

Motion by Commissioner Strutzenberg, seconded by Commissioner Toporow, to receive and file Blue Folder Items. Motion carried unanimously (7-0), by roll call vote.

Commissioner Strutzenberg referenced the Appellant's Clarification to the Administrative Report and wanted to make sure Members of the Commission were able to read them.

**F. CONSENT CALENDAR**

**F.1 Approve Affidavit of Posting of Planning Commission Regular Meeting of March 18, 2021**

**F.2 Approve Minutes of the Regular Planning Commission meeting of January 21, 2021**

**F.3 Receive and File Planning Commission Referrals to Staff Update**

Commissioner Hinsley pulled Item No. F.3. from the Consent Calendar for separate

consideration.

Planning Analyst Lina Portolese announced there were no e-Comments or written communications received regarding the Consent Calendar.

Motion by Commissioner Strutzenberg, seconded by Commissioner Toporow, to approve Items No. F.1. and F.2. of Consent Calendar. Motion carried unanimously (7-0), by roll call vote.

## **G. EXCLUDED CONSENT CALENDAR ITEMS - None**

### **G.1. (F.3.) Receive and File Planning Commission Referrals to Staff Update**

Commissioner Hinsley referenced the Brown Act Review and noted the item has been completed.

Community Development Director Brandy Forbes added that the Commission decided to remove those items from the list, that have been completed.

Motion by Commissioner Hinsley, seconded by Commissioner Strutzenberg, to approve Item G.1. Motion carried unanimously (7-0), by roll call vote.

## **H. PUBLIC PARTICIPATION NON-AGENDA ITEMS**

### **H.1 Receive and File Written Communications for the Planning Commission on Non-Agenda Items**

Holly Osborne, Resident, referenced review of ADU regulations in 2019, changes in ADU setbacks and noted Legislative Bill SB 765 will allow a return to previous setbacks (5' in Redondo Beach).

Planning Analyst Lina Portolese announced there were no e-Comments and no other members of the public wishing to speak.

## **I. EX PARTE COMMUNICATIONS - None**

Commissioner Berg reported speaking to the appellants and visiting their property.

Commissioner Ung reported speaking with Commissioner Hinsley regarding the materials that were presented.

Commissioner Hinsley reported speaking with Commissioner Ung, the applicant, adjacent neighbors to the rear, and staff, and reported visiting the subject property.

Commissioner Strutzenberg reported meeting with the appellants at their property, with the complainants at their property, and noted speaking with Chair Elder, Director Forbes, and Chief Building Inspector Michael Ross.

Commissioner Godek reported meeting with the appellants at their property, and speaking with staff and Chair Elder.

Chair Elder reported Commissioner Godek asked for direction as to whether she could reach out to the appellants. Commissioner Godek clarified that was the reason for reaching out to both Chair Elder and to staff.

Chair Elder reported meeting with the appellants at their property, speaking with the adjacent neighbors behind, other neighbors that signed-off, staff, and Commissioner Strutzenberg.

## **J. PUBLIC HEARINGS**

### **J.1 Public Hearing for consideration of an appeal of the Administrative Design Review decision denying the request to construct an accessory structure attached to the main home within the rear setback of the rear unit of an existing 2-unit residential condominium development on property located within a Low-Density Multiple-Family Residential (R-2) zone.**

APPLICANT: Matthew and Cory Sufnar  
PROPERTY OWNER: Same as applicant  
PROPERTY ADDRESS: 2015 Speyer Lane Unit B

#### **RECOMMENDATION:**

- 1) Open public hearing and administer oath;
- 2) Request Staff presentation;
- 3) Request appellant's presentation;
- 4) Take further testimony from staff, the appellant, and the public, and deliberate;
- 5) Close the public hearing;
- 6) Adopt by title only a Resolution of the Planning Commission of the City of Redondo Beach, California, denying an appeal and upholding the Administrative Design Review decision denying the request for an accessory structure attached to the rear elevation of the main home within the rear setback of the rear unit of an existing 2-unit residential condominium development on property located within a Low-Density Multiple-Family Residential (R-2) zone at 2015 Speyer Lane Unit B;

OR

- 7) Adopt by title only a Resolution of the Planning Commission of the City of Redondo Beach, California, upholding an appeal of the Administrative Design Review decision and granting the request for an accessory structure attached to the rear elevation of the main home within the rear setback of the rear unit of an existing 2-unit residential condominium development on property located within a Low-Density Multiple-Family Residential (R-2) zone at 2015 Speyer Lane Unit B

**CONTACT:** LINA PORTOLESE, PLANNING ANALYST

Motion by Commissioner Toporow, seconded by Commissioner Strutzenberg, to open the Public Hearing. Motion carried unanimously (7-0), by roll call vote.

The Chair administered the oath to those members of the public wishing to speak on this item.

Planning Analyst Lina Portolese presented details of the Administrative Report; summarized the subject site; addressed zoning, surrounding properties, setbacks, project background, code enforcement issues, first site plan approvals, second site plan approval, the last site approval, Administrative Design Review applications submitted for a decision by the Community Development Director which were both denied and the grounds for denial, Accessory Structures versus Architectural Features, and staff recommendation.

Commissioner Ung noted a typo in staff's PowerPoint presentation on the next to last slide, which was intended to say does "not" comply.

In response to Commissioner Strutzenberg, Planning Analyst Portolese confirmed that the bullet points listed in the Accessory Structures slide are policies, but not the actual the code.

In response to Commissioner Berg regarding other structures noted in the applicant's materials, Planning Analyst Portolese stated that staff would need to research the permit history on each individual property to determine if the structure in question was non-permitted or was approved at a different time under a different code and might be legal non-conforming.

Commissioner Hinsley commented on the current accessory structure code and is not pleased with what it allows.

In response to Commissioner Hinsley regarding the 9-foot limit for pergolas versus the taller height limit for accessory structures, Planning Analyst Portolese explained that the 9-foot limit applies to architectural projections, which are allowed to be attached to the home. If the structure exceeds 9-feet, then it falls in the category of an accessory structure, which has a different set of standards, but must be separated at least 5-feet from the home. A pergola over 9-feet in height would be classified an accessory structure rather than an architectural projection, since architectural projections are limited to 9-feet in height.

In response to Commissioner Godek, Planning Analyst Portolese stated she was uncertain of why the fireplace structure was first proposed at 9-feet and then reduced down to 4-feet on the second proposal. Planning Analyst Portolese stated that after Planning approval occurs, property owners are directed to obtain Building Division approval, and it was after the Building Division reviewed the 9-foot proposal that the property owners returned to Planning with a revised site plan with the fireplace at only 4-feet. Planning Analyst Portolese stated she was not privy to what occurred during the Building phase of the review.

Community Development Director Forbes stated that when a masonry structure exceeds a certain height limit, structural engineered drawings are required. In addition, the change out of the sliding glass door also required structural drawings.

In response to Commissioner Berg whether the only item not permitted is the roof structure, Planning Analyst Portolese clarified that permits have been issued for the sliding glass door, the fireplace structure, and gas lines only. She further clarified that the 6-inch concrete slab does not require a permit.



In response to Commissioner Berg, Planning Analyst Portolese stated that the City does not have a tree preservation ordinance, therefore the property owners are not required to keep trees that were planted by the developer as a requirement at the time of construction.

Community Development Director Forbes added to the reply of Commissioner Berg's previous question, that the roof element also has electrical that has not been permitted and that the structure is over the certain height that may trigger structural review.

Cory Sufnar, Applicants, reported on the process and challenges related to the COVID-19 pandemic; referenced the City's General Plan; discussed Building Codes related to accessory structures in residential zones and felt they comply with Building Code 1-2.402. Ms. Sufnar addressed support from adjacent neighbors, precedent, key benefits to owners and residents and project background; showed a comparison of the previous and current structures; spoke about removal of trees; noted the five feet between buildings has no impact to neighbors and displayed photos of the current backyard.

Matthew Sufnar, Applicant, presented a matrix of Building Code 10.2.1500 compliance assessment; noted their accessory structure is fully compliant with the Code; stated an alternate structure code would be allowable; reported there are no impediments around the perimeter of the house; addressed an owner/neighbor benefits analysis of the accessory structure and discussed adjacent and block residential support for the project.

Ms. Sufnar continued with the presentation noting project rationale for the project and spoke about multiple complaints to the City, from the rear neighbor, and reported the neighbors have not contact them (Sufnars) directly to address concerns.

Mr. Sufnar provided examples of existing neighborhood precedent; discussed existing neighborhood maintenance and Code violations and suggested systemic abuse of City resources by the rear resident.

Ms. Sufnar presented an interpretation of Resolution 8913; provided a rebuttal of claims by the rear resident against the accessory structure and urged the Planning Commission to support the mission statement of the City and approve their project.

Chair Elder invited members of the public to address the Commission on this item.

Mike Goldstein spoke in support of the applicants and the project and reported they have been targeted and harassed by the rear neighbors.

Kerry Bosse expressed support for the applicants and their project.

William Errett expressed support for the applicants and their project.

Trey and Varina Moore expressed support for the applicants and their project.

Lynette Vandever referenced an eComment she submitted earlier and spoke in support of the

applicants and their project.

Lisa Russell spoke in support of the applicants and their project.

Jens Wessel spoke in support of the applicants and their project.

Jean Leary expressed support of the applicants and their project.

Greg and Jennifer Danylyshyn spoke in support of the applicants and their project.

Christine and Jim Abramowski expressed support for the applicants and their project.

John and Shannon Semizian expressed support for the applicants and their project.

Lisa Agabian spoke in opposition to the project; stated the applicants proceeded with the project without obtaining appropriate permits; stated the applicants defied City orders to stop work; listed negative impacts of the project; requested additional speaking time and referenced a presentation she submitted earlier, and which is included in the agenda packet.

Motion by Commissioner Hinsley, seconded by Commissioner Ung, to extend the speaker's time by 3 minutes. Motion carried unanimously.

Ms. Agabian continued addressing negative impacts of the project; believed approval of the project will set precedent; referenced documents submitted under Blue Folder Items and requested the Commission deny the appeal.

Motion by Commissioner Hinsley, seconded by Commissioner Strutzenberg, to extend the speaker's time by 3 minutes. Motion carried unanimously.

Ms. Agabian spoke in rebuttal to the applicants' project; alleged the appellants have broken the law and that the project encroaches on their property and lowers their property value; reported the applicants have used intimidation tactics and spread untruths about them and spoke about decreased privacy;

Motion by Commissioner Hinsley, seconded by Commissioner Berg, to extend the speaker's time by one additional minute. Motion carried unanimously.

Ms. Agabian reported they have endured personal attacks by the applicants.

Andrew Galves stated his only concern about the structure is whether it was built to safety codes; spoke in support of the applicants and the project and hoped a mutual solution can be reached.

Paige Howe expressed support for the applicants and their project and spoke about constant harassment by rear neighbors.

Bruce Bernard stated this is a Code Enforcement issue; reported stop work orders were not followed by the applicants; suggested the contractor should have explained the requirement for

permits before starting construction; noted the outdoor living space requirement is 450 square feet, not 400 square feet; comment in drainage issues; discussed the roof and fireplace as two accessory structures; claimed the project reduces adjacent property values;

Motion by Commissioner Hinsley, seconded by Commissioner Berg, to extend the speaker's time by one additional minute. Motion carried unanimously.

Mr. Bernard urged the Commission to deny the appeal.

Planning Analyst Portolese read and the following eComments:

Susan Corey in support of the applicants and their project.  
Lynette Vandever in support of the applicants and their project.  
Kristina Cleland in support of the applicants and their project.  
Laura Grabher in support of the applicants and their project.  
Marshall and Diana Gelb in support of the applicants and their project.  
William Stock in opposition to the applicants and their project.  
Lori Boggio in support of the applicants and their project.  
Jasmine Rassekh in support of the applicants and their project.  
Dondi Kingsbury in support of the applicants and their project.  
Stephanie Todd in support of the applicants and their project.

Planning Analyst Portolese announced there were no other public or eComments.

In reply to Commissioner Hinsley's question, Community Development Director Forbes stated that the missing 5' setback would be between the main dwelling unit and the accessory structure's support. She further clarified that the roof is allowed to have an eave projection of 30-inches into the 5-foot separation, the separation is taken from the support structure of the roof. She further clarified to Commissioner Hinsley's question regarding posts, that the 5-foot separation would be from the posts to the dwelling unit, and the roof could have an overhang into that separation.

Commissioner Hinsley asked for clarification as to why the first application for an Administrative Design Review was denied in December due to the structure being taller than 9-feet if the structure's height still complies with the accessory structure height limit. Director Forbes clarified that the first denial was on the request for an architectural projection, not an accessory structure. The code limits architectural projections to only 9-feet.

Director Forbes further clarified that being over 9-feet, it can be considered an accessory structure but that then there is the separation requirement.

Director Forbes made note of the blue folder item and stated that staff consulted with the City Attorney's office regarding interpretation of code section 10-2.401(g) that states article and section headings are not deemed to limit or modify the scope or intent of a section, and that even though the accessory structure section heading states buildings, the following sentence does include accessory structures. City Attorney's office confirmed the intent would be for the separation requirement to also apply to accessory structures.

Commissioner Hinsley stated he agreed with staff's interpretation of the of the section.

In response to Commissioner Hinsley, Director Forbes confirmed that the back (north) side of the structure complies with code, the issue is the distance between the structure and main dwelling unit.

Commissioner Hinsley reference Bruce Bernard's public comment and asked whether an accessory structure reduces outdoor living space. Planning Manager Scully explained at least 50% must be open to the sky to count as outdoor living space. He stated the minimum required outdoor living space in this zone is 450 square feet, and at least half must be open to the sky.

In response to Commissioner Hinsley's question as to whether an accessory structure can take up outdoor living space, Planning Manager Scully stated the outdoor living space provision must still be met. Commissioner Hinsley noted he did not see outdoor living space noted in the denial.

Commissioner Strutzenberg asked to clarify if the issue being considered is that only the roof, which is part of the accessory structure does not comply with the 5-foot setback.

Director Forbes stated that the application was for an accessory structure that does not have the 5-foot separation, which Planning staff could not permit.

In response to Commissioner Strutzenberg's question regarding if there are any other issues that still need approval such as electrical, Director Forbes stated that once the Planning process is complete, the property owners would have to go through an after-the-fact process to bring the structure into conformance with Building Codes and securing the appropriate permits, which would include electrical for the heaters and lights and structural component permits.

Commissioner Strutzenberg clarified that the issue currently at hand is for the 5-foot setback. Director Forbes confirmed that was correct.

Commissioner Strutzenberg diagramed his understanding of what would be allowed, showing two new posts on the either side to the ground 5-feet away from the house and the roof detached from the house with a 30-inch eave overhang, and another 30-inch eave overhang protruding from the rear wall of the main house, so that the overhangs are almost touching. Director Forbes confirmed that design would be acceptable per the code.

Commissioner Strutzenberg stated that the way the structure is currently built fully attached to the studs or joists of the house seems more sturdy than what would be allowed by code on two posts. He commented that the solution which meets the letter of the code is not much different than what is built.

In response to Commissioner Strutzenberg, Planning Manager Scully confirmed the property still meets the outdoor living space requirement.

Commissioner Strutzenberg noted the need to work on the language in the accessory structures code.

Community Development Director Forbes pointed out the City Attorney's office acknowledged the section of the code, but also acknowledged the section of the code that gives the ability to the Community Development Director to interpret the code.

Commissioner Toporow reaffirmed Commissioner Strutzenberg's point of the ability of the eaves to be so close, and that it's semantics and interpretation.

Commissioner Hinsley referenced a Blue Folder Item regarding proposed modifications, submitted by Ms. Agabian for more privacy; noted the suggested 6' separation is not a requirement of the fireplace or the roof and asked about the opponents' biggest concern.

Ms. Agabian reported their biggest concerns are a negative impact to property values and noise; stated they planted several trees on the north side of their yard and explained they are waiting for resolution of this issue before they decide what to do with their yard.

Ms. Agabian added their concerns include decreased property values, noise, trees, privacy, and runoff.

Commissioner Hinsley asked whether the appellants would be open to accommodations and Ms. Sufnar stated they would be open to any reasonable solution.

Chair Elder asked about the property line in relation to the fence and noted there is an offset in the fences. Planning Analyst Portolese indicated the original property line is in the City's archives but may not include any modifications since initial construction.

Ms. Sufnar noted there is a Denn Engineering report on record from when the property was developed, but the current measurement seems shy of the required setback by 1 ½ feet, as from the house to the fence is 13.5-feet.

Chair Elder hoped to find a reasonable compromise and thanked everyone participating. In response to his question,

Commissioner Strutzenberg noted from his visit to the site the offset in the backyard fences and opined there may have been a concession as it appears the retaining wall and fence are fully on the applicants' property, therefore the structure is not right at a zero lot line, which they could have done.

In response to Chair Elder, Ms. Sufnar stated they would be open to adding rain gutters to address runoff.

Community Development Director Forbes added the gutters would have to drain unto their property and not the rear neighbors' property.

Mr. Agabian reported the fence is all on the Sufnar's property including the retaining wall and reported there is a 6-inch offset where the fence juts south onto their property. He stated the addition of rain gutters should help.

Commissioner Ung inquired whether if the Community Development Director's Decision is upheld by the Planning Commission, what other alternatives are available such as a Variance, short of removing or modifying the structure. Director Forbes stated if the decision is upheld, there are very strict criteria for Variances, so the structure would likely need to be modified, but not fully torn down.

Commissioner Ung agreed with Commissioner's Strutzenberg's example that it may meet the intent of the code but result in a worse design. He asked if there would be a way to still uphold the Director's decision but maintain the better design of the structure.

Director Forbes stated her decision must be based on what the code says, and whether a Variance is the correct mechanism for the owners' to move forward with the current design, she's uncertain the strict findings could be made to support a variance.

Planning Manager Scully stated the findings would not be tenable, specifically that there is nothing unique about the property which is a criteria, this property is in line with all adjacent properties, in which case it would be granting a special privilege which is not allowed.

Chair Elder agreed that the design that would be allowed by code would be almost the same to what is built. He warned against the hazard of continuing building something when there's been stop work orders issued and that may not comply with code, and that regardless of the outcome, this project would still have to pass inspection, which is challenging after something's been built rather than during construction when studs and electrical are exposed. Inspection of a completed project will often involve having to tear out portions of the structure to see the components, and involve costly repairs.

In response to Commissioner Hinsley's question regarding the blanks in the draft resolutions, Director Forbes explained staff provided the Commission two resolutions to consider. The first upholds the decision with staff's recommended findings. The alternative resolution would need the Commission's own findings to support the project. She noted the Commission would have to make specific findings and is able to add conditions of approval.

Motion by Commissioner Hinsley, seconded by Commissioner Godek, to allow Ms. Agabian another 2 minutes to address the Commission. Motion carried unanimously.

In response to Ms. Agabian's question regarding outdoor living space having to be open to the sky, Director Forbes clarified 50% of the total required 450 square feet would need to be open to the sky. Planning Manager Scully the property may be 35-feet short of the requirement, and if the structure is reduced by 2 ½ then the requirement can still be met.

In reply to Commissioner Berg's question, Planning Manager Scully reported that you cannot have more than 50% of the required open space, covered.

In response to Commissioner Hinsley, Planning Manager Scully stated the area under the roof is included in the 450-square foot total calculation, and that 50% of that 450-square foot total needs to be open to the sky.

Ms. Sufnar stated the structure only covers 38% of the outdoor living space and is well below



the threshold.

Commissioner Strutzenberg referred to the outdoor living space code 10-2.1510, paragraph (c)(1)(a) stating open to the sky for 50% of their “actual” area. He opined that in this case the property does comply.

Planning Manager Scully reviewed the language, and then confirmed that the actual area of the backyard is roughly 675-square feet, so the property complies in terms of outdoor living space.

Motion by Commissioner Strutzenberg, seconded by Commissioner Toporow, to close the Public Hearing. Motion carried unanimously (7-0), by roll call vote.

Commissioner Toporow thanked the appellants for their work and obtaining support from the community; noted that at one time, the properties in the neighborhood were single residences; discussed her interest in open space; reported the Commission is currently working on defining open space; talked about reductions in open space as development in the neighborhood, occurred and claimed the structure would work if the roof on the house was buzzed cut, went 5’ in and buzz cut it again. She spoke about noise and visibility; recommended installing trellises so they could be cut on both sides and gutters and believed the space is beautiful and the appellant has done a great job.

Chair Elder felt there seemed to be consensus that if the structure were to be built in the way the code is interpreted it would essentially result in the same project but a less functional design. He opined that maybe the code needs to be updated to allow for such structures as this, the code interpretation has no meaningful change, and allows for overlapping overhangs rather than attached, and attached would be more sturdy and reliable.

Commissioner Berg stated it would be less attractive to stagger the roofs; agreed with the suggestion to add gutters and trellises and discussed the possibility of fines for not following proper procedures.

Chair Elder stated if the Commission agrees with the letter of the law than it should not make findings against following the letter of the law.

Commissioner Toporow stated the root cause is that the law of nature was broken in the 60’s, there was no respect for the land, and everything was overbuilt. The Commission is looking at open space and revamping the code because it does not work anymore and needs to be updated, and the Commission is working very hard to look at disparities, semantics, and interpretations to make it clearer, with more respect towards nature.

Motion by Commissioner Strutzenberg to adopt by title only a Resolution of the Planning Commission of the City of Redondo Beach, California, upholding an appeal of the Administrative Design Review decision and granting the request for an accessory structure’s roof attached to the rear elevation of the main home within the rear setback of the rear unit of an existing 2-unit residential condominium development on property located within a Low-Density Multiple-Family Residential (R-2) zone at 2015 Speyer Lane Unit B.

In his motion, Commissioner Strutzenberg stated that the remainder of the resolution should reference the accessory structure's roof rather than just accessory structure. It will address this unique situation, and not set a precedent for accessory structures with walls encroaching into the 5-foot separation, which he feels the Commission does not want to do.

Commissioner Strutzenberg added to the motion a condition that rain gutters be added to the north lower edge of the roof that drains onto the subject property. He stated he was open to any friendly amendments.

Commissioner Toporow seconded the motion with a friendly amendment of adding trellis structures to both sides of the fireplace.

Commissioner Strutzenberg stated he was open to the amendment if Planning staff concurs it can be done within height limitations.

Chair Elder suggested leaving it flexible for staff to decide if trellises or trees would be appropriate.

Commissioner Toporow expressed concern with trees being very invasive, and recommended any trees be in containers to contain the size and encourage healthy roots.

Commissioner Strutzenberg asked for clarification from staff if trellises could be approved.

Commissioner Toporow clarified it would be a trellis up to the height of the roof line, if permitted, with plantings to mitigate sound and add privacy.

Director Forbes restated the amendment as plantings as approved by the Planning Division to the height of the roof must be installed at the fireplace portion of the structure.

Commissioner Hinsley felt that trellises would not help with noise, and that adding trees on the rear neighbors' property would be a better solution for sound and privacy if the neighbors are open to it, and have the applicants provide them.

Commissioner Hinsley expressed concern with the current structure and barbeque island area and any potential future accessory structures being built. He suggested adding a condition about the need for the City to review future structures, another to obtain all required permits, and reduce the time frame for compliance down from 36 months to 12 months. He supported the water mitigation/rain gutters.

Commissioner Strutzenberg spoke about challenges on imposing conditions to the neighbors' property.

Director Forbes concurred with the concern.

In response to Commissioner Strutzenberg, Director Forbes stated the 36-month timeline can be reduced.



In response to Commissioner Ung's inquiry regarding defining accessory structure roofs, Director Forbes responded that the Planning Commission would be choosing to interpret and if it allows the attachment of an accessory structure roof to the main structure it takes away making that section of the code null and void for accessory structures setbacks from each other.

In response to Commissioner Ung's question regarding whether this is considered a single accessory structure which includes a roof and fireplace, or two separate structures, Director Forbes stated that because the fireplace structure then became a portion of and supporting the roof, the fireplace and the roof are considered one accessory structure. She further clarified that the Commission's approval would be for the accessory structure's roof to be attached to the house, the roof belongs to the accessory structure of the fireplace.

Chair Elder requested adding a condition that no walls are to be adjacent to the primary structure.

Discussion followed regarding requiring the appellants to get all appropriate permits.

Community Development Director Forbes reviewed the following:

- Making reference to the accessory structure's roof throughout the resolution
- Rain gutters to be added to the north roof of the structure that drain onto 2015 Speyer Lane, Unit B property, away from the property to the north
- Plantings, as approved by the Planning Division, shall be installed to the height of the roof of the structure and must be installed on either side of the fireplace portion of the structure to buffer sound and incorporate natural elements and shall be maintained by the owner (*Commissioner Strutzenberg asked for clarification on the location of the plantings, as there didn't seem to be enough room.*

*Commissioner Hinsley felt there isn't enough room to install plantings that would alleviate the neighbors' concerns sufficiently.*

*Commissioner Strutzenberg noted the entire area is hardscaped, so plantings would have to be potted.*

*Commissioner Hinsley asked Commissioner Toporow to clarify if she meant a lattice in the openings. Commissioner Toporow confirmed yes, a lattice with thick vines which will reduce noise and provide privacy.*

*Commissioner Berg stated there won't be enough growth from plantings in pots provide privacy or noise reduction. Commissioner Strutzenberg agreed.*

*Commissioner Toporow stated that with good soil and the right plantings, it would give good coverage in that area.*

*In response to Commissioner Strutzenberg regarding whether a trellis could extend to the roofline.*

*Planning Manager Scully stated landscaping is not considered a structure so staff could consider a living plant material screen from the roofline down on either side of the fireplace.*

*Commissioner Berg inquired whether there could be language added that required any new owners to keep the landscape.*

*Planning Manager Scully stated this would be a condition of approval that runs with land.*

*Commissioner Hinsley stated then any new owners would have to comply.*

*Director Forbes added "shall be maintained by the owners" to the condition.)*

- If any additional accessory structure is to be considered in this rear yard, it must be meet the Redondo Beach Municipal Code and all required municipal permits must be obtained prior to any construction or the additional structure will be required to be removed
- No walls may be added to this accessory structure within 5-feet of the dwelling unit or any other accessory structure
- The property owner shall submit construction plans and all required approvals and municipal permits must be obtained from the City of Redondo Beach within 12 months

Commissioner Ung asked what the consequence would be if the owners do not comply.

Director Forbes replied that the matter would come back before the Commission as the owners would not be meeting the conditions of the Commission's approval of their appeal.

Discussion followed regarding Code Enforcement being on a complaint basis.

Motion by Commissioner Strutzenberg, seconded by Commissioner Toporow adopt by title only a Resolution of the Planning Commission of the City of Redondo Beach, California, upholding an appeal of the Administrative Design Review decision and granting the request for an accessory structure's roof attached to the rear elevation of the main home within the rear setback of the rear unit of an existing 2-unit residential condominium development on property located within a Low-Density Multiple-Family Residential (R-2) zone at 2015 Speyer Lane Unit B, with the following added Conditions of Approval:

- Rain gutters to be added to the north roof of the structure that drain onto 2015 Speyer Lane, Unit B property, away from the property to the north
- Plantings, as approved by the Planning Division, shall be installed to the height of the roof of the structure and must be installed on either side of the fireplace portion of the structure to buffer sound and incorporate natural elements and shall be maintained by the owner
- If any additional accessory structure is to be considered in the rear yard, it must be meet the Redondo Beach Municipal Code and all required municipal permits must be obtained prior to any construction or the additional structure will be required to be removed
- No walls may be added to this accessory structure within 5 feet of the dwelling unit or any other accessory structure
- The property owner shall submit construction plans and all required approvals and municipal permits must be obtained from the City of Redondo Beach within 6 months
- Section 2. the approval shall be null and void after 12 months

Motion carried unanimously (7-0), by roll call vote.

Chair Elder encouraged the public to start with the Planning Division when applying for any construction and to through the proper channels.

**K. ITEMS CONTINUED FROM PREVIOUS AGENDAS - None**

**L. ITEMS FOR DISCUSSION PRIOR TO ACTION - None**

**M. ITEMS FROM STAFF**

Commissioner Hinsley referenced the Galleria project and asked whether permits have been pulled. Community Development Director Forbes reported 36 months were for the Tentative Tract Map; stated they may need to adjust due to COVID-19, in terms of phasing, and noted no permits have been pulled.

In response to Commissioner Hinsley's question, Community Development Director Forbes provided an update of the Legado project, that the hotel was close to finishing plan check.

#### **N. COMMISSION ITEMS AND REFERRALS TO STAFF**

At Commissioner Strutzenberg's request, Community Development Director Forbes reported he will be sworn in on April 27, 2021 and until then, he is still a Planning Commissioner.

Community Development Director Forbes congratulated Chair Elder and Commissioner Strutzenberg for being elected to the Redondo Beach School District Board.

In response to Chair Elder's question, Community Development Director Forbes announced an upcoming community meeting on April 7, 2021 at 6:30 p.m. to discuss Land-use plan/map and how it incorporates into the Housing Element and asked Commissioners to watch the meeting before the next regular Commission meeting.

Chair Elder discussed a recent presentation from SBCCOG and encouraged the public to view the video of the meeting.

#### **O. ADJOURNMENT**

There being no further business to come before the Commission, Commissioner Godek motioned, seconded by Commissioner Hinsley, to adjourn at 11:23 p.m. to the next Planning Commission meeting on Thursday, April 15, 2021, at 7:00 p.m. Motion carried unanimously (7-0), by roll call vote.

Respectfully submitted,

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Brandy Forbes, AICP  
Community Development Director



# Administrative Report

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F.3., File # PC21-2484

Meeting Date: 5/20/2021

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**TITLE**

RECEIVE AND FILE PLANNING COMMISSION REFERRALS TO STAFF UPDATE

**PLANNING COMMISSION REFERRALS TO STAFF UPDATE OF MARCH 18, 2021**

<b><u>REFERRAL TOPIC</u></b>	<b><u>DATE REFERRAL MADE</u></b>	<b><u>COMMENTS</u></b>	<b><u>STATUS</u></b>
Discuss recommendations for design guidelines related to open space, FARs, views	1/16/2020	Staff will provide follow-up to the Commission when the consultant has been selected to update the Residential Design Guidelines, which is a Strategic Plan Item.	Consultant contract will be on 6/1/2021 City Council agenda
Status of email addresses and business cards for Commissioners	7/16/2020	It has been determined that these will be addressed after the local emergency	Pending
Agendize discussion of accessory structures and preservation of trees	10/15/2020	Will be agendized at a future meeting in Summer 2021	Pending City Council decision on an appeal related to this topic set for 5/18/2021
Provide information regarding the Brown Act for Commission review	11/19/2020	Per the City Attorney's Office, requesting that the Commissioners provide their specific questions for which the City Attorney's Office can prepare the information	Pending



# Administrative Report

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H.1., File # PC21-2485

Meeting Date: 5/20/2021

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**TITLE**

RECEIVE AND FILE WRITTEN COMMENTS FOR THE PLANNING COMMISSION ON NON-AGENDA ITEMS

**From:** Mark Nelson (Home Gmail)

**Sent:** Thursday, April 29, 2021 10:22 AM

**To:** CityClerk <[CityClerk@redondo.org](mailto:CityClerk@redondo.org)>; [citycouncil@hermosabeach.gov](mailto:citycouncil@hermosabeach.gov); [cityclerk@citymb.info](mailto:cityclerk@citymb.info); [CityClerk@torranceca.gov](mailto:CityClerk@torranceca.gov); Martinez, Oscar <[OMartinez@torranceca.gov](mailto:OMartinez@torranceca.gov)>; Brandy Forbes <[Brandy.Forbes@redondo.org](mailto:Brandy.Forbes@redondo.org)>

**Cc:** [etters@dailybreeze.com](mailto:etters@dailybreeze.com); [letters@latimes.com](mailto:letters@latimes.com); Judy Rae <[easyreader@easyreadernews.com](mailto:easyreader@easyreadernews.com)>; Lisa Jacobs <[lisa.jacobs@tbrnews.com](mailto:lisa.jacobs@tbrnews.com)>; Paul Novak <[pnovak@lalafco.org](mailto:pnovak@lalafco.org)>

**Subject:** Public Comment to Torrance, Redondo, Hermosa and Manhattan Mayors and Councils. Public Comment to Redondo and Torrance Planning Commissions. Public Comment to LALAFCO.  
(MONOGRAPH #4)

To whom it may concern:

As a 3+ year volunteer at BCHD on the Community Working Group, I have been generally disconcerted by BCHD's lack of commercial and environmental experience and expertise. While they are a public agency, should we offer them a degraded level of performance from the private sector as a basis for their \$15M annual budget and tax revenues? I believe that's exactly what is occurring. BCHD touts its "awards", but apparently they are being bestowed by paid-for trade associations with the same low performance standards that BCHD is currently using.

Attached is the fourth in a several dozen document set of monographs discussing the performance of BCHD and invalidity of its proposed commercially developed, commercially majority owned and operated \$12,500 per month assisted living project. The project is 80% developed for non-residents of the 3 Beach Cities that own BCHD, and 92% for non-residents of Redondo Beach, the city with the permitting responsibility and the Environmental and Economic Injustice impacts.

This monograph discusses how BCHD has no objective, peer-reviewed, scientific evidence that it requires up to 3 acres of open space on the 10-acre, publicly-owned site that was purchased using bond proceeds from taxpayers for use as an emergency hospital. BCHD, adjacent to the 20+ acre Dominguez Park, has created an unsupported, false narrative that it must build a 103-foot tall structure in order to allow itself 3-acres of open space on the campus. The City of Redondo Beach in its planning process needs to require BCHD to fit into the surrounding neighborhoods and use the Kensington facility at PCH and Knob Hill as an example of maximum height.

BCHD appears to believe that it can create its own facts by mere assertion, absent peer-reviewed, rigorously adjudicated facts, when BCHD intends to inflict damages on the surrounding residents. BCHD plans to impose 50-100 years of environmental and economic damages on surrounding neighborhoods, in excess of the already 60+ years of damages that BCHD and the now failed, publicly-owned South Bay Hospital have imparted.

As such, BCHD's purported objective of requiring a minimum amount of open space in order to force their lust for "expansive views" in their "upscale" facility, while the BCHD sits next to the largest open parcel in Redondo Beach, is unsupported and unfounded. It must be rejected and any facets of the project relying on this objective must be vacated. BCHD must be held to the surrounding neighborhood limits of approximately 30-feet, especially given its +30-foot and greater elevation advantage over surrounding neighborhoods.

Mark Nelson  
3+ Year Volunteer, BCHD Community Working Group  
Redondo Beach

## **BCHD Project Objective #3 is Unsupported and Invalid**

From: Mark Nelson  
Redondo Beach Property Owner  
3+ Year BCHD Volunteer, Community Working Group

### Summary

BCHD asserts that it requires open space for the public health benefit. However, BCHD provides no rationale for the size of the required openspace. BCHD is adjacent to the 22-acre Dominguez Park which provides ample outdoor space without requiring the negative and significant aesthetic, shading/shadowing, and right-to-privacy robbing impacts of a 103-foot tall building. If limited to the 30-foot standards of all surrounding parcels, those impacts would be mitigated.

When a California Public Records Act request was used to request the specific programs, space requirements, and health requirements of the use of this specific size of open space on this specific parcel, BCHD claimed its “privilege” and yet again denied the public’s right to know.

BCHD is asking for permission to irreversibly further damage the surrounding neighborhoods for an additional 50-100 years. BCHD as a public agency has an absolute obligation to provide the public case and stop hiding behind its “privilege.”

In its prior response, BCHD provided no scientific studies, or any studies at all, that determined 1) the “need” for any openspace beyond the 22 acres at Dominguez Park, 2) the need for any specific amount of openspace, of 3) any peer-reviewed studies.

### BCHD CPRA Responses – Claim of Privilege and Lack of Substantiation

RE: PRA Request



**Charlie Velasquez <Charlie.Velasquez@bchd.org>**

Fri, Jan 15, 12:55  
PM

to me

Mark,

Please see below for the District's response to your public records request dated 12/17/20 that reads:

As BCHD noted in its response, there was supposedly no BCHD determination of the open space requirement as of the date of the response, despite BCHD's published table identifying



a very precise 2.45 acres.

I dispute that assertion that BCHD had not made a determination at the time of the BCHD Board Approval of the "3-Day Approval Plan" on June 17, 2020. A final determination of open space was in fact made in order for the Board's approval vote, down to 1/100th of an acre (which would be to the nearest 436 sqft)

1. Provide documents demonstrating that derivation of the 2.45 acres that was allocated to open space in the plan that was approved by the Board on June 17, 2020. If no documents, state such.

2. As the open space was reduced from 3.6 acres in the 2019 "Great wall of Redondo Plan" to the current proposed 2.45 acres, provide documents demonstrating that the space cannot be further reduced. If no documents, state such.

The District has previously responded to your prior request regarding open space. **Design drafts pertaining to proposed open space are derived internally and with consultants and remain properly withheld pursuant to the deliberative process privilege**, as discussed in the context provided in the original response below.

Provide all scientific studies or analysis that BCHD relies upon to make the determination that any open space or greenspace is required on the BCHD campus. The District will comply with all Redondo Beach ordinances. See City of Redondo Beach Municipal Code.

Provide all scientific studies, analysis, or methodology that BCHD relies upon or will rely upon to determine the precise size of any open space or greenspace on the BCHD campus.

Healthy Living Campus site renderings for the revised master plan are available on the District website: <https://www.bchdcampus.org/>

Please also see attached link for PDF document from Study Circle #2 - Creating Community Gathering Places: <https://www.bchdcampus.org/sites/default/files/archive-files/Creating%20Community%20Gathering%20Spaces%20Study%20Circle%202%20Report.pdf>

### Conclusion

BCHD is asking for the right to irreversibly damage the environment for the next 50-100 years. BCHD and SBHD before it have damaged the local environment since the 1950s. The only authorized use of the parcel by voters was for a publicly owned emergency hospital that failed in 1984. At the time of the 1984 failure, the hospital shell was rented and subsequently the quid pro quo with the local neighborhoods for the environmental and economic injustice (EJ) impacts was closed – namely the Emergency Room.

BCHD has no public authorization for continued multi-generational EJ impacts on the surrounding neighborhoods and using its “privilege” to hide decision making and data from the public only cements that case.

## **Reference – BCHD Project Objectives**

### **Project Objectives**

1. Eliminate seismic safety and other hazards of the former hospital building (514 Building).
2. Generate sufficient revenue through mission-derived services to replace revenues that will be lost from discontinued use of the former Hospital Building and support the current level of programs and services.
3. Provide sufficient public open space to accommodate programs that meet community health needs.
4. Address the growing need for assisted living with onsite facilities designed to be integrated with the broader community through intergenerational programs and shared gathering spaces.
5. Redevelop the site to create a modern Healthy Living Campus with public open space and facilities designed to meet the future health needs of residents, including a Community Wellness Pavilion with meeting spaces for public gatherings and interactive education.
6. Generate sufficient revenue through mission-derived services or facilities to address growing future community health needs.

**From:** Mark Nelson

**Sent:** Thursday, April 29, 2021 3:23 PM

**To:** CityClerk <[CityClerk@redondo.org](mailto:CityClerk@redondo.org)>; [citycouncil@hermosabeach.gov](mailto:citycouncil@hermosabeach.gov); [cityclerk@citymb.info](mailto:cityclerk@citymb.info); [CityClerk@torranceca.gov](mailto:CityClerk@torranceca.gov); Martinez, Oscar <[OMartinez@torranceca.gov](mailto:OMartinez@torranceca.gov)>; Brandy Forbes <[Brandy.Forbes@redondo.org](mailto:Brandy.Forbes@redondo.org)>

**Cc:** [Letters@dailybreeze.com](mailto:Letters@dailybreeze.com); [letters@latimes.com](mailto:letters@latimes.com); Judy Rae <[easyreader@easyreadernews.com](mailto:easyreader@easyreadernews.com)>; Lisa Jacobs <[lisa.jacobs@tbrnews.com](mailto:lisa.jacobs@tbrnews.com)>; Paul Novak <[pnovak@lalafco.org](mailto:pnovak@lalafco.org)>

**Subject:** Public Comment to Torrance, Redondo, Hermosa and Manhattan Mayors and Councils. Public Comment to Redondo and Torrance Planning Commissions. Public Comment to LALAFCO. (MONOGRAPH #5)

To whom it may concern:

As a 3+ year volunteer at BCHD on the Community Working Group, I have been generally disconcerted by BCHDs lack of commercial and environmental experience and expertise. While they are a public agency, should we offer them a degraded level of performance from the private sector as a basis for their \$15M annual budget and tax revenues? I believe that's exactly what is occurring. BCHD touts its "awards", but apparently they are being bestowed by paid-for trade associations with the same low performance standards that BCHD is currently using.

Attached is the fifth in a several dozen document set of monographs discussing the performance of BCHD and invalidity of its proposed commercially developed, commercially majority owned and operated \$12,500 per month assisted living project. The project is 80% developed for non-residents of the 3 Beach Cities that own BCHD, and 92% for non-residents of Redondo Beach, the city with the permitting responsibility and the Environmental and Economic Injustice impacts.

This monograph discusses how BCHD has no research demonstrating that in the absence of its action as a PUBLIC-ENTITY, using PUBLIC LANDS that the market-priced (i.e., \$12,000+ per month rent assisted living) RCFE needs for the 3 Beach Cities would not be met. BCHD cannot be allowed to falsely claim a need, without providing specific research demonstrating that need exists in the absence of their action. BCHD is a public agency with public funding and can only operate to meet public needs. BCHD responded in California Public Records Act responses (in the attached monograph) that it had no documents demonstrating a need in the 3 Beach Cities and that it had no evidence that the private market for RCFE would not fill any need that is identified. As such, BCHD cannot truthfully claim a need.

As parties should be aware, full market priced, privately developed on commercial land RCFE are being permitted and built absent BCHDs use of public lands.

BCHDs purported project objective of filling an "RCFE need" for the 3 Beach Cities is objectively unsupported. Further, since the City of Redondo Beach must bear 100% (or nearly 100%) of the environmental and economic injustice of BCHDs development and operations activity, the lack of a demonstrated need is prima facie evidence to deny use of the land or any associated permits.

Mark Nelson

3+ Year Volunteer, BCHD Community Working Group  
Redondo Beach

## **BCHD Project Objective #4 is Invalid Based on BCHDs MDS Research Study**

From: Mark Nelson  
Redondo Beach Property Owner  
3+ Year BCHD Volunteer, Community Working Group

### Summary

LITTLE NEED IN REDONDO BEACH FOR HIGH COST RCFE - The BCHD MDS study demonstrates that only 4.8% of the need for the proposed RCFE is from south Redondo Beach 90277 which has shouldered 100% of the economic and environmental injustice for over 60 years, as well as the negative impacts of traffic, emissions, lighting, noise, emergency vehicles and chronic stress. Further, the MDS study demonstrates that only 8.1% of the need for the proposed RCFE is from the entirety of Redondo Beach.

LITTLE NEED IN THE 3 ENTIRE 3 BEACH CITIES – The BCHD MDS study also demonstrates that less than one-fifth of the facility is being developed for the residents of the 3 cities that own, fund and operate BCHD. As such, at its currently proposed scale, the facility is over 80% unneeded.

BCHD ASSERTS NEED, BUT HAS NO EVIDENCE OF NEED – BCHD responded in California Public Records Act responses (reproduced below) that it had no documents demonstrating a need in the 3 beach cities and that it had no evidence that the private market for RCFE would not fill any need that is identified. As such, BCHD cannot truthfully claim a need.

STATED PROJECT OBJECTIVE #4 IS INVALID – BCHD falsely claims that it needs to build RCFE to meet a need of the beach cities. The 3 beach cities only “need” less than 20% of the facility size, yet, south Redondo Beach 90277 and more broadly, the 3 beach cities together, suffer 100% of the environmental damages. In the case of south Redondo Beach 90277, the proposed project would extend economic and environmental damages to over a century.

VOTER APPROVED SOUTH BAY HOSPITAL WAS SIZED ONLY FOR THE 3 BEACH CITIES – BCHD has no voter approval. Following the failure of the publicly owned and operated South Bay Hospital in 1984, and the termination of the lease by the commercial operator, SBHD was renamed and BCHD kept the assets. As such, BCHD should be limited to the voter approved service of the 3 beach cities only.

### Scope of MDS Study

BCHD commissioned three studies from MDS to assess the “need” for RCFE for a wide geographic area surrounding BCHD. MDS conducted no independent analysis of the need for RCFE or pricing based on the specific residents for the three beach cities that chartered, own, and fund BCHD based on their publicly available reports and responses to California Public Records Act requests to BCHD.

MDS conducted no primary research of the taxpayers or residents of the three beach cities according to its three reports. MDS appears to have relied on public documents and rules of thumb either from the RCFE industry or from its internal operations. It also appears to have completed surveys of potential competitors in RCFE space and used syndicated data.

### Prospective Tenant Screening

MDS used an age and financial screen and concluded target seniors will require minimum annual pre-tax incomes of \$141,000 to \$204,000 annually for the new-build BCHD facility.

**EXHIBIT 1-6**

**MINIMUM QUALIFYING CASH FLOW INCOME REQUIREMENTS FOR**

**A NEW ASSISTED LIVING AND MEMORY CARE DEVELOPMENT IN REDONDO BEACH, CALIFORNIA**

**Based on 2021 Monthly Service Fees**

<u>Unit Type</u>	<u>Number of Units</u>	<u>Monthly Fee</u>	<u>Annualized Monthly Fee</u>	<u>Total Annual Cash Flow Requirement After Tax <sup>1</sup></u>	<u>Likely Annual Cash Flow Before Tax <sup>2</sup></u>
<b><u>Assisted Living Units</u></b>					
One Bedroom	102	\$9,250 - \$12,250	\$111,000 - \$147,000	\$138,750 - \$183,750	\$154,167 - \$204,167
<b><u>Memory Care Units</u></b>					
Studio - Semi-Private	60	\$8,985	\$107,820	\$126,847	\$140,941

MDS never assesses the need for RCFE in the three beach cities that own and operate BCHD. Instead, it assesses a broad area surrounding BCHD, and includes that 30% of tenants are expected to be from outside that area as well. The listing of qualified prospects by area is below. Note that the table does not include the 30% of tenants that MDS expects to be from outside the zip codes listed. Also note that the annual escalators that MDS provides for qualified prospects are based on proprietary work and have no transparency beyond vague sourcing.

**EXHIBIT 3-3**

**SUMMARY OF INCOME QUALIFIED AGE 75+**

**HOUSEHOLDS BY ZIP CODE IN THE PRIMARY MARKET AREA**

**After Income Screen**

Zip Code / Community			Total 2019 Age 75+	\$150,000 + Qualifying Income Screen			Absolute 2019-2024	Average Annual % Change
			Households	2019	2021	2024		
*	90275	Rancho Palos Verdes	3,550	787	887	1,062	275	6.2%
*	90274	Palos Verdes Peninsula	2,425	744	826	965	221	5.3%
	90503	Torrance	2,386	152	182	238	86	9.4%
*	90505	Torrance	2,287	196	233	303	107	9.1%
*	<b>90277</b>	<b>Redondo Beach **</b>	<b>1,890</b>	<b>194</b>	<b>232</b>	<b>305</b>	<b>111</b>	<b>9.5%</b>
*	90266	Manhattan Beach	1,612	338	397	506	168	8.4%
	90504	Torrance	1,542	79	96	129	50	10.3%
	90278	Redondo Beach	1,344	134	167	234	100	11.8%
	90254	Hermosa Beach	691	119	145	196	77	10.5%
	90260	Lawndale	656	21	27	39	18	13.2%
	90245	El Segundo	577	67	80	104	37	9.2%
Total			18,960	2,831	3,277	4,081	1,250	7.6%

Because MDS does not describe its annual escalator methodology, 2019 data was used to describe the sources of likely tenants. Approximately 38% are from the high income Palos Verdes Peninsula, 30% are assumed to be from outside a 10 mile radius, including new entrants to the state and the area. Only 4.8% of tenants are expected to originate in 90277, the south Redondo Beach area that has incurred 60 years of economic and environmental injustice from the failed South Bay Hospital and the area that BCHD proposed to incur 50-100 years of future economic and environmental injustice from BCHDs proposed campus expansion from 312,000 sqft to 793,000 sqft. Only 19.4% of tenants overall are expected to originate from the three beach cities that chartered South Bay Hospital District and own, fund and operate BCHD. All economic and environmental injustices and damages are expected to occur to those three beach cities from the project, and as noted, more explicitly, the overwhelming majority of damages occur in the 90277 Redondo Beach area. Overall, Redondo Beach is expected to see only 8.1% of the benefit of tenancy per MDS analysis. This 12-to-1 damages to benefits impact on Redondo Beach should alone stop issuance of a conditional use permit for what is documented as an unneeded facility for the area by MDS.

### Summary Expected Sources of Tenants by Originating Area

<b>BCHD Consultant MDS 2019 Marketing Results</b>	
<b>2019 Income Qualified Prospective Renters (by area)</b>	
<b>Palos Verdes</b>	37.9%
<b>&gt; 10 mile Radius</b>	30.0%
<b>*90254+*90266</b>	11.3%
<b>*90278</b>	3.3%
<b>*90277</b>	4.8%
<b>Torrance</b>	11.5%
<b>Other</b>	1.2%
<b>CONTROL TOTAL</b>	<b>100.0%</b>
<b>Redondo Beach Total</b>	<b>8.1%</b>
<b>*=BCHD Owners Total</b>	<b>19.4%</b>

### South Bay Hospital District Services Sized Exclusively for the Three Beach Cities

According to the Daily Breeze, “in ... 1947, a survey by Minnesota hospital consultants James A. Hamilton and Associates already had concluded that the beach cities would need a 238-bed hospital to meet demand by 1950, only three years in the future. Hospital backers were asking only for a 100-bed facility. Frustrated by having to travel to use the only two other large hospitals nearby at the time, Torrance Memorial and Hawthorne Memorial, beach cities residents and health authorities began pulling together in 1951 to mount another effort.”

The hospital was conservatively sized for less than the full surveyed need of the three beach cities (Hermosa, Manhattan, and Redondo Beach) and completed in 1960. According to the Daily Breeze, “with funding in place, the 146-bed hospital project finally began to gather steam. A site was chosen: 12 acres of undeveloped land (believe it or not) bounded by Prospect Avenue, Diamond Street, and the Torrance city limit to the east. Preliminary sketches were drawn up as well.”

South Bay Hospital was subsequently expanded, but yet again, in a conservative manner for fewer beds than needed for the three beach cities. Again according to the Daily Breeze, “the hospital boomed during the 1960s, and construction began on the planned new wing of the facility, now trimmed to 70 beds, in August 1968. It opened in 1970.”

### Failure of South Bay Hospital and the Benefit of Conservative Sizing

South Bay Hospital effectively failed twice, once as a publicly owned hospital (the only voter-approved charter for the enterprise and campus at Prospect) and again as a rental endeavor. According to the Daily Breeze, “Facing increasing competition from private hospitals such as Torrance Memorial Medical Center and Little Company of Mary, the publicly owned South Bay Hospital began to lose patients and falter financially in the late 1970s. Layoffs became increasingly common. By 1984, the 203-bed hospital was forced to give up its publicly owned status. The South Bay Hospital District signed a lease deal with American Medical International in 1984, with AMI taking over operation of the facility.” Further, the continued rental of the building shell failed as well, “Tenet Healthcare Corp. assumed control over the hospital when it acquired AMI in 1995. By then, the hospital’s future was becoming increasingly bleak, with fewer doctors signing on as residents. In 1997, Tenet announced

that it would give-up its lease with the Beach Cities Health District in May 1998, essentially abandoning the hospital. After 38 years of operation, South Bay Medical Center closed its doors for good on Sunday, May 31, 1998.”

Had South Bay Hospital been oversized, or even built at the original survey size, the losses and abandoned buildings would have been even larger. The conservative nature of the actions and investments was a mitigating factor.

#### BCHD Response to CPRA Requests – No Studies Available or Relied Upon

##### **A. Public Records Request MEN 20191109-0:**

###### **1) “Informational Items”**

*Please find below the link to the presentation provided by The District in response to this request. If you believe we have not correctly interpreted your request please resubmit your request with a description of the identifiable record or records that you are seeking.*

[https://legistarweb-production.s3.amazonaws.com/uploads/attachment/pdf/476050/Finance\\_Committee\\_2019\\_11\\_12\\_Final\\_11122019\\_Website.pdf](https://legistarweb-production.s3.amazonaws.com/uploads/attachment/pdf/476050/Finance_Committee_2019_11_12_Final_11122019_Website.pdf)

###### **2) “Specifically Regarding 4. RCFE Community Needs & Market Assessment Study”**

- a. According to the Needs and Market Assessment Studies or any other resource in the possession of BCHD, what is the total estimated number of RCFE units required for the exclusive use of the “Beach Cities” that chartered the BCHD? To avoid ambiguity, the “Beach Cities” is defined as exclusively the residents of Manhattan, Hermosa and Redondo Beach. Any zip code level analysis must be entirely within the “Beach Cities” as defined.

*This request does not reasonably describe identifiable records as required CA Government Code 6253, however, the District has no records to provide in response to this request. For this particular request the District does not have a chartered number of RCFE units.*

- b. According to the Needs and Market Assessment Studies or any other resource in the possession of BCHD, what is the total estimated number of RCFE units required for the “Beach Cities” that chartered the BCHD that are REQUIRED to be built by BCHD instead of the private sector in order to avoid a shortfall in the supply of RCFE units for the “Beach Cities”.

*This request does not reasonably describe identifiable records as required CA Government Code 6253, however, the District has no records to provide in response to this request. For this particular request the District does not have a chartered number of RCFE units.*

- c. According to the Needs and Market Assessment Studies or any other resource in the possession of BCHD, what is the total estimated number of RCFE units required for the “Beach Cities” that chartered the BCHD that are REQUIRED to be built by BCHD instead of the private sector in order to avoid a significant change in market cost of RCFE for the “Beach Cities” due to a short fall in the total supply of units without the BCHD units? If a change is identified, what is the estimated value per month paid by average RCFE tenant of the change?

*This request does not reasonably describe identifiable records as required CA Government Code 6253, however, the District has no records to provide in response to this request. For this particular request the District does not have a chartered number of RCFE units.*



### Conclusion

The MDS market study provides no apparent direct “voice of the customer” research for the three beach cities residents that chartered South Bay Hospital and own, fund and operate BCHD. Based on MDS’s unsubstantiated 5 (industry rate) to 10% (MDS rate) “capture rate” of prospective tenants, the three beach cities require only 35-70 beds and not 220 or more.

The MDS market study also fails to take into account economic and environmental justice issues, that is, due to the location of the campus, damages and injustice disproportionately occurs to south Redondo Beach 90277, while the same area receives less than 5% of the tenancy benefit according to MDS.

Based on demonstrated action of voters, the South Bay Hospital was sized exclusively for the three beach cities the formed and funded South Bay Hospital District and execution was conservative, with total beds never reaching the surveyed estimate of need. Further, the hospital failed both under public and private operation.

### Other Studies

In its CPRA response, BCHD clearly states that it has no other studies of need by the 3 beach cities nor does it have any studies of market pricing impacts from expansion of RCFE supply, or the need for publicly developed RCFE. In short, BCHD has not valid evidence of a need for RCFE that BCHD is required to fill.

### MDS Surveys

[https://www.bchdcampus.org/sites/default/files/archive-files/Market-Feasibility-Study\\_2016.pdf](https://www.bchdcampus.org/sites/default/files/archive-files/Market-Feasibility-Study_2016.pdf)

[https://www.bchdcampus.org/sites/default/files/archive-files/MARKET-FEASIBILITY-STUDY\\_AUG.2018.PDF.pdf](https://www.bchdcampus.org/sites/default/files/archive-files/MARKET-FEASIBILITY-STUDY_AUG.2018.PDF.pdf)

[https://www.bchdcampus.org/sites/default/files/archive-files/Market-Feasability-Study\\_2019\\_0.pdf](https://www.bchdcampus.org/sites/default/files/archive-files/Market-Feasability-Study_2019_0.pdf)

### CEQA Purpose and Need Conformance

BCHD is a public agency that is owned, funded and operated by Hermosa Beach, Redondo Beach and Manhattan Beach taxpayers and residents. The BCHD campus is entirely housed in south Redondo Beach 90277 and has inflicted 60 years of economic and environmental damages and injustice on that area. Based on BCHD's lack of demonstrated need for additional “upscale” “expansive view” RCFE (as described by BCHD investment banker Cain Brothers) this project’s Purpose and Need is invalid. Additionally, the economic and environmental injustice impacts on south Redondo Beach 90277 are disproportionately high, with south Redondo Beach suffering 100% of the EJ impacts for less than 5% of the benefits. As such, this project fails both Purpose and Need and EJ analysis under CEQA.

## **Reference – BCHD Project Objectives**

### **Project Objectives**

1. Eliminate seismic safety and other hazards of the former hospital building (514 Building).
2. Generate sufficient revenue through mission-derived services to replace revenues that will be lost from discontinued use of the former Hospital Building and support the current level of programs and services.
3. Provide sufficient public open space to accommodate programs that meet community health needs.
4. Address the growing need for assisted living with onsite facilities designed to be integrated with the broader community through intergenerational programs and shared gathering spaces.
5. Redevelop the site to create a modern Healthy Living Campus with public open space and facilities designed to meet the future health needs of residents, including a Community Wellness Pavilion with meeting spaces for public gatherings and interactive education.
6. Generate sufficient revenue through mission-derived services or facilities to address growing future community health needs.

## **BLUE FOLDER ITEM**

*Blue folder items are additional back up material to administrative reports and/or public comments received after the printing and distribution of the agenda packet for receive and file.*

### **PLANNING COMMISSION MEETING May 20, 2021**

#### **H. PUBLIC PARTICIPATION ON NON-AGENDA ITEMS**

- Written comments on non-agenda items received after release of agenda
  - Holly Osborne
  - Mark Nelson

**From:** [Holly Osborne](#)  
**To:** [Lina Portolese](#)  
**Cc:** [Sean Scully](#)  
**Subject:** Non Agenda Item, for the Blue folder; SB 478 and SB 778 for May 20 Planning Commission, 2021  
**Date:** Thursday, May 20, 2021 1:37:32 PM

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*ATTN: Email is from an external source; **Stop, Look, and Think** before opening attachments or links.*

Dear Lina:

Please put these comments in Blue folder items for Planning Commission meeting tonight.

Thanks

Holly

There are many bills in the Senate right now that would have an effect on Redondo; here are two more.

### **1. Proposed Bill SB 478 (This one has a negative effect)**

SB 478 by Scott Wiener says that any lot zoned for 3-7 houses has to allow a FAR (Floor Area Ratio) of 1.0; and any lot zoned for 8-10 houses has to allow a FAR of 1.25. (This bill does not apply to single family lots or duplexes; so it basically does not apply to R2 lots.)

But it could have a **very bad effect on R3 lots**. And Redondo has quite a number of "3 on a lots", The bill says that you cannot have lot coverage requirements, or setback requirements if they prevent a FAR of 1. Redondo has setback requirements and some open space requirements.

What would this mean? I have checked the FARs of many R3 lots on Zillow.com (random check); the FARs ranged from about 0.65-0.9. Then I saw a very recent one that had a FAR=1. But this lot was an exterior lot, so it did not have to have a driveway, since all units had access to the street. I do not believe any of the older interior lots have FAR = 1.

So, suppose you live on an "three on a lot", with the traditional setbacks, and an older lot next to you was finally sold. A developer could put 3 on that lot, with no setbacks. It would stick out like a sore thumb; and it most certainly would have no appreciable green coverage on the street side, although yours would. It would negatively affect your property.

I have written to Sen. Wiener asking that the bill not apply to R3 lots. I did finally get a response, but I think it is not clear

(What the bill says is that you can have setback requirements and height limits UNLESS you can't meet FAR = 1. It is very convoluted language. You decide what it says!

*(c) (1) This section shall not be construed to prohibit a local agency from imposing any zoning or design standards, including, but not limited to, building height and setbacks, on a housing development project that meets the requirements of subdivision (b), other than zoning or design standards that establish floor-to-area ratios or lot size requirements that expressly conflict with the standards in subdivision (a).*

Ben Allen is Scott's friend, and Senator Allen's office in North Redondo is right among the R3s.

Ben.Allen@sen.ca.gov; and call his office: (310) 318-6994, (916) 651-4026

## Ask Senator Allen to Oppose SB 478.

Holly Osborne  
Redondo Beach

P.S An article in Monday's May 17 LA Times on designing nice low-rise high density housing described the contrasting phenomenon perfectly. It talks about **"..commercial real estate developers, whose ideas of density tend to be based on a single principle - how many dollars they can squeeze out of every square foot - with little regard for green space or other community needs. (Case in point: those sad, blocky duplexes and triplexes jammed into islands of tree-less concrete.)"**

### 2. SB 778 (This would have an interesting effect on Redondo)

**SB 778 says if you have mixed use, and you can't rent out your retail, (It has been vacant for 6 months), you can put an ADU there. It sort of sounds logical. And it is not surprising,**

**Discussion:** We in Redondo have already seen that mixed use (at least on the smaller lots), plain and simple, does not work.

- 1) There are numerous vacancies in two mixed use projects in South Redondo
- 2) During the GPAC, it was shown that on lots on Artesia, having mixed use just does not "pencil out". It was for that reason that the GPAC did not want to zone any new mixed use; and wanted to change mixed use back to commercial on PCH.)

Also, zoning something mixed use, when it had been commercial, is a give-away to the property owner. It up-zones their property. We have seen that they put the maximum amount of residential possible, and the minimum amount of retail the can get away with.

(I know that I am very glad that the Grocery Outlet store was not zoned mixed use, or we would not have a store. )

- 3) Now this bill, if passed, would be very interesting in terms of Legado. Once Legado is built, the owner will not even have to attempt to find tenants for his retail. Just sit it out for 6 months, and apply for conversion of the first floor to residential. (ADUs) That is what the developer wanted all along. SB 778 is a get-out-of-jail-free card for developers of new mixed use projects.. Is that good or bad?

Here is an interesting alternative: Suppose that with a very high probability we can be certain that the developer will not be successful in a retail hunt. Why don't we tell him to just eliminate the retail floor altogether, and **then just lower the height of the project?**

- a) Lowering the height of the project will make the project cheaper for the developer.
- b) lowering the height of the project will make the project more palatable to the neighborhoods, who complained about its height.
- c) Tell the developer he can cut two of his units in half; and then rent those units out cheaper. Would we then get 4 cheaper units?
- d) We should also tell him he cannot reduce parking, The neighborhood will also benefit if he keeps his parking the same. Now the units will have enough parking, and so will the hotel, without the crazy valet system they were going to implement!

**From:** Mark Nelson (Home Gmail)

**Sent:** Monday, May 3, 2021 8:19 PM

**To:** CityClerk <[CityClerk@redondo.org](mailto:CityClerk@redondo.org)>; Bill Brand <[Bill.Brand@redondo.org](mailto:Bill.Brand@redondo.org)>; Christian Horvath <[Christian.Horvath@redondo.org](mailto:Christian.Horvath@redondo.org)>; Todd Loewenstein <[Todd.Loewenstein@redondo.org](mailto:Todd.Loewenstein@redondo.org)>; Laura Emdee <[Laura.Emdee@redondo.org](mailto:Laura.Emdee@redondo.org)>; Nils Nehrenheim <[Nils.Nehrenheim@redondo.org](mailto:Nils.Nehrenheim@redondo.org)>; Zein Obagi <[Zein.Obagi@redondo.org](mailto:Zein.Obagi@redondo.org)>; Brandy Forbes <[Brandy.Forbes@redondo.org](mailto:Brandy.Forbes@redondo.org)>; Joe Hoefgen <[Joe.Hoefgen@redondo.org](mailto:Joe.Hoefgen@redondo.org)>; Ted Semaan <[Ted.Semaan@redondo.org](mailto:Ted.Semaan@redondo.org)>

**Cc:** Kevin Cody <[kevin@easyreadernews.com](mailto:kevin@easyreadernews.com)>; Judy Rae <[easyreader@easyreadernews.com](mailto:easyreader@easyreadernews.com)>; Lisa Jacobs <[lisa.jacobs@tbrnews.com](mailto:lisa.jacobs@tbrnews.com)>

**Subject:** Public Comments to Mayor, Council, Planning, and City Manager Regarding BCHD Draft EIR

May 3, 2021

## PUBLIC COMMENT

By email to Redondo Beach Mayor and City Council, Planning Commission, City Manager, and Planning Director

To the City Government Leaders of Redondo Beach,

I expect that the City of Redondo Beach will protect the health and property rights of all Redondo Beach residents. Furthermore, as a responsible agency, the City of Redondo Beach has an affirmative obligation to represent the residents and property owners of Redondo Beach in the CEQA process.

As a 40 year expert with the experience of many CEQA and NEPA proceedings, both as proponent and opponent, I have never participated with a less experienced agency than BCHD – an agency that abdicated its lead agency role to the City of Redondo Beach for both Medical Office Buildings on the Campus.

BCHDs clandestine actions with the City of Redondo Beach resulting in the false claim that “Clearly .... significant benefits ... to residents of Redondo Beach” were absent any evidence that the net benefits of a project to Redondo Beach, the City with 100% of the environmental and economic injustice impacts. Yet because they were hidden from the public view, it’s unclear if the City had the expertise or knowledge to challenge the BCHD falsehoods. Additionally, BCHD has had Bakaly at the City to rewrite the Land Use definitions. Again, by working the shadows, BCHD is disenfranchising the residents.

What follows is an executive summary our team comments that will not file with BCHD until June 10, 2021. Again, I expect the City, as my elected representative, to protect the citizenry and 1) challenge BCHD false statements in their February 2019 secret correspondence to the City Attorney, 2) refuse to modify the Public land use definition to deny the public their right to self-protection with a conditional use permit, 3) discontinue all non-public BCHD communications with any staff or consultant of BCHD and 4) provide aggressive comments as a responsible agency to protect Redondo Beach residents.

Thank you and what follows should help guide the City’s thinking and comments to BCHD, the completely lacking experience CEQA lead agency that has prejudiced its CEQA decision making by retaining a \$1.8M investment banker prior to CEQA self-certification or City of Redondo Beach CUP approval to find a partner and make a deal for BCHD’s full market priced, majority private owned facility on our public lands.

Mark Nelson

3+ Year BCHD Volunteer, Community Working Group

Redondo Beach Property Owner

*The following are Key Areas of CEQA Process and Document Deficiencies that the City of Redondo Beach, as a responsibility agency and fiduciary of its residents and taxpayers should address in its CEQA comments:*

**BCHD HAS DISENFRANCHISED TAXPAYER-OWNER WITH SECRET NEGOTIATIONS**

- BCHD Made False Representations of Net Benefits to Redondo Beach Residents
- BCHD is Attempting to Overturn Redondo Beach Land Use Definitions

**BCHD PROJECT DESCRIPTION AND PROJECT ALTERNATIVES ARE INVALID**

- BCHD Fails to Provide an Accurate, Stable and Finite Project Description
- BCHD Fails to Meet Programmatic EIR Requirements
- BCHD Project Alternatives are Inadequately Developed and Flawed

**BCHD “PURPOSE AND NEED” IS INVALID**

- BCHD Asserts a Requirement for Market-Priced RCFE on Public Land
- BCHD Asserts a Need for Fully Duplicative PACE Services
- BCHD Falsely Asserted to the Redondo Beach City Attorney that the Project Will Have Net Benefits to Redondo Beach Residents

**BCHD PROJECT OBJECTIVES ARE UNSUPPORTED AND OVERLY RESTRICTIVE**

- BCHD has Fabricated a Current Need for Seismic Retrofit or Demolition of the Failed Hospital
- Net Benefits of Current and Future Programs are Not Quantified and May be Negative
- Revenue Requirements for Programs with Net Benefits are Non-existent
- BCHD Has No Evidence of Net Benefits of RCFE to the Three Beach Cities or Redondo Beach
- BCHD Project Objectives are Overly Restrictive and Deny Environmental Protections by Targeting Only the Proposed Project and Extremely Similar Projects

**BCHD ANALYSES, IMPACTS, AND MITIGATIONS ARE FLAWED AND INCORRECT**

- BCHD Must Utilize its Moral Responsibility Standard to Prevent Community Health Harm for All Impact Analysis and Mitigation
- BCHD Understated the Public Controversy in the DEIR
- Aesthetics Impact and Mitigation Analysis is Flawed
- Air Quality Impact and Mitigation Analysis is Flawed
- Noise Impact and Mitigation Analysis is Flawed
  - Intermittent Impact will Significantly Negatively Impact All Students at Towers Elementary
  - Impacts will Impact ADA Rights of Students with Disabilities and IEP/504 Plans
- Recreation Impact and Mitigation Analysis is Flawed

- Traffic/Transportation Impact and Mitigation Analysis is Flawed
  - Intermittent Impact will Significantly Negatively Impact All Students at Towers Elementary
  - Impacts will Impact ADA Rights of Students with Disabilities and IEP/504 Plans

*The following are Summary Discussions of the Specific Issues in the Key Areas of CEQA Process and Document Deficiencies that the City of Redondo Beach, as a responsibility agency and fiduciary of its residents and taxpayers should address in its CEQA comments:*

## **SUMMARY COMMENTS TO BCHD DRAFT ENVIRONMENTAL IMPACT REPORT**

**Version 3 - May 3, 2021**

### **PROJECT DESCRIPTION AND ALTERNATIVES**

#### **BCHD Failed to Provide an Accurate, Stable and Finite Project Description**

##### Phase 2 Project Description is Not Accurate

BCHD provides only vague descriptions of the functionality of Phase 2 activities. In BCHD Board meetings, the CEO and Board members have repeatedly stated that no decisions have been made regarding the project, meaning that the description cannot be accurate.

##### Phase 2 Project Description is not Finite

BCHD provides multiple, differing descriptions of the buildings and therefore impacts of Phase 2. The public's right to intelligent participation is thwarted by BCHDs failure to provide a finite project description.

##### Phase 2 Project Description is not Stable

Clearly, the project description is not stable. Phase 2 is not finite, it presents multiple descriptions and views. BCHD failure to provide a stable project description thwarts the public's right to intelligent participation in the CEQA process.

#### **Phase 2 Failed to Meet CEQA Requirements and Cannot be Intelligently Reviewed by the Public**



Phase 2 is provided as several “what if” scenarios, and fails to: (a) meet the substantial evidence standard of review as to all of the required elements of an EIR; (b) address the environmental impacts of the proposed project to a degree of specificity consistent with the underlying activity being approved; and (c) provides too much uncertainty to allow for supplemental review that may be necessary in the future. In short, BCHD split it project into phases and failed to provide the needed information on the programmatic Phase 2. As such, augmentation and re-circulation of the DEIR is required.

### **Alternatives Were Inadequately Developed and Analyzed and then Improperly Rejected**

The development and analysis of alternatives to a proposed project is a critical component of an EIR.

(Citizens of Goleta Valley v. Board of Supervisors (1990) 52 Cal.3d 553, 564.) The alternatives analysis serves an important purpose in providing the reviewing agency adequate information about feasible means to avoid impacts and gives the public a clear window into governmental decision making about environmental impacts. (Laurel Heights Improvement Assn. v. Regents of University of California (1988) 47 Cal.3d 376, 404.) BCHDs development of alternatives include false narratives of the “need” for seismic retrofit/demolition, are constrained by impermissible project objectives lacking even a basic level of detail, and the No Project Alternative is defective.

### **Project Alternatives Fail to Include BCHD Sunset and Conversion to a Community Garden**

Health districts are an unneeded artifact of the failed public hospital experiment of the 1940s and 1950s. South Bay Hospital failed as a publicly owned hospital in 1984, after a mere 24 years of operation. BCHD alternatives should have included conversion over time to a community garden.

### **The “No Project” Alternative is Flawed**

BCHD has no obligation, law or ordinance requiring seismic retrofit of 514 N Prospect. Therefore, the No Project alternative is clearly defective in the DEIR and should be the continued use of 514 on an as-is of modified basis for compatible commercial uses. The 514 building was developed as a hospital with intent nor obligation to be a revenue source.

### **An Accurate No Project Alternative was Inaccurately Formed and Rejected**

The accurate No Project Alternative for the 514 building is continued use of the 514 building with required upgrades to mechanical systems performed as-needed on a rolling basis to minimize impact to current and future tenants. Use of the facility should be by tenants compatible with most cost-effective action. BCHD both failed in the formation of the No Project Alternative and also failed in its rejection of it.

## **PURPOSE AND NEED**

### **BCHDs Purpose and Need is Invalid**

BCHD Entered into Secret Negotiations – BCHD had secret negotiations with Redondo Beach while it was actively engaged with BCHDs volunteer Community Working Group. BCHD withheld the outcome of the discussions from the public for nearly 18 months until after it approved its project in June 2020.

BCHD Made False Assertions to the Redondo Beach City Attorney – Operating in the Shadows, BCHD made false assertions to the Redondo City Attorney about net benefits of BCHDs project to Redondo residents.

#### RCFE Financing is Expressly Forbidden

California code, including 15432 (14) expressly prohibits financing of residential care for the elderly (RCFE) under the California Health Facilities Financing Authority Act. If the Legislature intended health districts to have the ability to develop or finance RCFE, then the Legislature would not have specifically excluded RCFE.

The Legislature Repeatedly Mandates “Non-profit” as a Requirement for Financing – California Code, including 15432 (HEALTH FACILITIES FINANCING AUTHORITY ACT) repeatedly refers to nonprofit agencies and clinics. BCHD facility will be market-priced, for-profit. Further, it is planning to use commercial financing (FHA insured) instead of issuing low-cost, tax-free bonds.

#### No “Public Agency” Needs to Develop Commercial Market-priced RCFE

The free market uses commercial land to market rate rent facilities. BCHD is a public agency that should only develop cost-based, affordable facilities. In evaluating a health district’s RCFE project, the San Mateo county authorities stated “Because private providers are willing to develop market rate senior assisted living facilities, the District should evaluate the best use of public funds to serve District residents, including increasing access by low-income residents to District service.” It is clear that at \$12,500 per month rent requiring \$200,000 per year annual pre-tax income, low-income residents of the 3 Beach Cities are intentionally excluded by BCHD.

#### No Need for Duplicative, Wasteful PACE Services

BCHDs Program of All Inclusive Care for the Elderly (PACE) is fully duplicative of the State-registered LA Coast PACE operation that already services all the zipcodes of the BCHD owning cities and surrounding area. Duplicative services only drive up the cost of health care, and in this case, 91% of PACE members are paid for by both Medicare and Medicaid/MediCal.

## **PROJECT OBJECTIVES**

### **BCHD Project Objectives Lack Foundation and Sufficient Detail for Public Analysis**

The DEIR includes a list of project objectives that are unsubstantiated, vague, and deny the public intelligent participation. BCHD fails to provide any analysis of the current programs cost-effectiveness, scale or cost; future programs projected cost-effectiveness, scale or cost; the algorithmic basis for open space computation; justification of an RCFE on Public land for 80% non-residents; or any plausible basis in ordinance or law for 514 demolition.

BCHDs unsupported project objectives as a set impermissibly constrains the analysis of alternatives. (AR 5866-70.) Project objectives may not be overly restrictive so as to eliminate feasible alternatives. (North Coast Rivers Alliance v. Kawamura (2015) 243 Cal.App.4th 647, 670-671.) BCHD must specify and support its project objectives in a manner that supports intelligent participation of the public and in a way that does not allow BCHD to trigger failure conditions of project alternatives due to the unsupported, overly restrictive project objectives.

## **BCHDs Project Objectives are False and Unsupported by Facts**

BCHD as project proponent is asking for the right to damage the environment and the health of surrounding students and residents. As such, BCHD must have both a valid, supported Purpose and Need, as well as, valid, supported Project Objectives. Through multiple California Public Records Act requests (CPRAs) and public materials, the 6 project objectives cited by BCHD are either unproven by objective quantitative studies or unproven by peer-reviewed, applicable research and/or false assertions by BCHD. *Because BCHD is also the lead CEQA agency and is approving its own Environmental Impact Report*, examination of BCHD's Purpose and Need and examination of its Project Objectives as a public agency are the only protection that taxpayer-owners of BCHD have.

Objective 1 is False - No laws or ordinances require seismic retrofit of 514 N Prospect (514) per CPRA responses from BCHD

Objective 2 is False – BCHD is wrongly demolishing 514, BCHD has no budgets, cost-accounting, or evaluation of program expenditures, and therefore BCHD has no support for requiring replacement revenue per CPRAs

Objective 3 is Unsupported – BCHD has no evidence of a need for additional open space in the area beyond the 20+ acres of Dominguez Park nor any quantitative determination of any size of open space need from peer-reviewed studies per CPRAs

Objective 4 is False and Unsupported – BCHD has no evidence of any need for RCFE to be developed on Public land, nor any evidence that the market will not provide the same, market-rate RCFE per CPRAs

Objective 5 is False and Unsupported – BCHD has no forecast of future community health needs that can be served by its objective, BCHDs RCFE need determination is false and invalid, nor does BCHD any peer-reviewed evidence of the potential effectiveness of its solution per CPRAs

Objective 6 is Unsupported – BCHD has no forecast of any future revenue needs for any future services per CPRAs

## **CEQA IMPACT ANALYSIS**

### **BCHD has Self-Asserted a “Moral Obligation to the Community” Standard of Action/Damages**

CEO Bakaly in a video presentation asserted that BCHD has a moral obligation to proactively protect the community from health damages and BCHD must apply this more stringent standard to CEQA impacts as well for moral and ethical consistency as a publicly-owned agency.

### **BCHD Failed to Disclose All Areas of Public Controversy**

BCHD failed to report over 1,200 surrounding residents' opposition to the 2019 design as too large, too high, and on the lot lines of residential land uses. BCHD 2021 DEIR design is both taller and more surface building area. BCHD failed to cite many other areas of public controversy in its Draft Environmental Impact Report (DEIR).

## **The Project Has Significant, Inadequately Analyzed Impacts and Mitigation**

The EIR's analysis and mitigation of the project's impacts is inadequate. The project has significant aesthetic, air emissions, noise, recreation and traffic impacts that were not analyzed.

### **BCHD Project Aesthetics Analysis is Defective and BCHD has Significant Aesthetic Impacts**

Plan is Inconsistent with Surrounding Uses – At a minimum 133.5-feet above surrounding residential to nearly 200-feet above west Torrance elevations, BCHD project is inconsistent with surrounding uses that have 27-foot and 30-foot maximum heights

Design Maximizes Visual Bulk and Mass Damages to the Surrounding Community – South Bay Hospital was built in the center of the campus to minimize mass and bulk, while the BCHD project is built on north, south and west perimeters and maximizes mass and visual bulk

Design Results in a Taking of Blue/Open Sky – Per the attached simulations, the plan causes a significant reduction in blue/open sky views of adjoining land uses

Design Results in a Taking of Daytime Sunlight – Per the attached simulations, the plan causes a significant reduction in blue sky/open views of adjoining land uses thereby resulting in a taking

Analysis Fails to Provide Hourly Shading/Shadowing Simulations – The analysis is insufficient and defective

Design Results in a Taking of Sunlight from Public Recreation at Towers – Towers fields are used for both school and organized sports and are impaired by shading of the 170-foot elevation of the project

Analysis Fails to Provide Sufficient Key Viewing Location (KVL) Simulations – The analysis is insufficient, inaccurate and defective

Design Results in a Taking of Palos Verdes Peninsula (PVP) Views – BCHD analysis factually errs on KVL selection for PVP by misstating elevations along 190<sup>th</sup> street

Design Results in Negative Health Impacts of Shading/Shadowing and Reduced Sunlight – Peer-reviewed studies demonstrate negative health impacts from reduced light, shadowing/shading

Design will Result in Excessive Glare and Reflection into Surrounding Neighborhoods – While some residents and Towers Elementary will be shaded/shadowed significantly, the 133.5-foot above street level, glass covered buildings of BCHD will impact surrounding land uses and structures with significant glare and increased thermal impacts.

Design will Result in Excessive Night Time Lighting into Surrounding Neighborhoods – As documented with photos and letters to BCHD, BCHD has excessive night time lighting directed from signage and parking lot lighting. Further, BCHD does not maintain light shielding. There is no reason to expect that a building 133.5-feet above the nearest street will not have significant night time excess lighting impacts. The health impacts of excess night time lighting have been endured by surrounding residents for over 60 years from South Bay Hospital and BCHD and are well understood as significant negative health impacts in peer-reviewed literature.

## **BCHD Project has Significant Air Emissions Impacts**

Lesser Polluting Engines Still Pollute and Damage Students, the Elderly, and Disabled – BCHD acknowledges significant air emissions (pollution) and attempts to reduce the impacts with special engines. The special engines still pollute and the thousands of heavy truck trips and tens of thousands of worker commute trips will unequivocally increase pollution. BCHD has refused to provide the “safe” level of pollution in its CPRAs.

Covered Hauling Trucks Will Have Significant Particulate Emissions – Anyone who has ever followed a debris hauling heavy truck knows that even covered, BCHD will spew particulates across the grounds of Towers Elementary. There is no safe level of particulates and Towers students deserve the Moral Obligation standard of BCHD to have no additional particulates in their lungs or brain-stems.

BCHD 10-story Parking Ramp at Prospect and Diamond Will Have Significant Emissions – Anyone who has ever waited to enter or exit a 10-story, 800 car ramp knows that idling cars, both inside and outside the ramp spew toxic emissions and particulates. Also, anyone that parks nearly LAX knows that jet exhaust piles up on parked cars. BCHD claims that exhaust from the 10-story ramp will not collect in student lungs and impact residents. Again, BCHD must use its Moral Obligation standard and declare this significant impact.

## **BCHD Project Noise Analysis is Defective and the Project has Significant Noise Impacts**

Analysis Fails to Consider Intermittent Noise and is Defective – BCHD averages noise levels to minimize health, concentration, and educational impacts of high decibel intermittent noise spikes

Intermittent Noise Significantly Impacts Education at Towers Elementary – Peer-reviewed studies demonstrate that intermittent noise negatively impacts education and development in classrooms

Intermittent Noise Significantly Impacts ADA IEP and 504 Plan Implementation at Towers Elementary – The ADA, IEPs and 504 Plans frequently include minimized distractions as part of student accommodations for students with disabilities, and the intermittent noise at Towers from heavy truck traffic and construction will violate students’ ADA rights and educational progress

Significant Noise Impacts on the Health of Surrounding Residents – Peer-reviewed studies demonstrate significant negative health impacts from noise, including but not limited to cardiovascular, stress, chronic stress, irritability and fatigue

Event Noise Analysis is Insufficient and Defective – BCHD asserts amplified noise events until 10PM in a man-made concrete canyon of buildings and fails to provide modeled analysis

BCHD Fails to Use Proper Noise Standards and the Analysis is Defective – All BCHD activity must abide by maximum residential noise standards of Redondo Beach adjoining land use and Torrance adjoining land use.

## **BCHD Project has Significant Recreation Impacts**

Design Results in a Taking of Sunlight from Public Recreation at Towers and Significant Negative Impacts – Towers fields are used for both school and organized sports and are impaired by shading from the 170-foot elevation of the BCHD project and therefore safe, public recreation opportunities, especially for team sports, and curtailed or diminished

Design Results in a Taking of Sunlight from Student Health and Recreation at Towers and Significant Negative Impacts – Towers fields are used for both school and organized sports and are impaired by shading from the 170-foot elevation of the BCHD project and therefore safe, public recreation opportunities, especially for team sports, and curtailed or diminished

### **BCHD Project has Significant Traffic Impacts**

Thousands of Heavy Haul Truck Trips will have Significant Traffic Impacts – BCHD plans to move heavy trucks past West High, across Prospect, and then past Towers Elementary. Traffic will back up on Beryl past Beryl Heights school and on Prospect past Parras Middle School. Commuter and student drop off/pickup traffic will be impacted, and students will be subjected to additional emissions.

Tens of Thousands of Worker Commuter Trips will have Significant Traffic Impacts – BCHD workers will add to commutes past local homes and schools, delaying existing traffic and compounding the health damages to students and residents.

BCHD Plans Traffic Management and Flaggers that will have Significant Traffic Impacts – Del Amo, Beryl and Prospect are the main heavy truck haul routes and BCHD contractors will require flaggers to stop traffic to enter and exit the site, as well as stop and stage vehicles. This will have significant impacts on local commutes and school drop offs/pickups, along with student inhalation of particulate matter. BCHD must apply its Moral Obligation standard and declare traffic as significant. Peer reviewed studies are clear that traffic and its emissions have negative health impacts.



# Administrative Report

J.1., File # PC21-2487

Meeting Date: 5/20/2021

To: **PLANNING COMMISSION**

From: STACEY KINSELLA, ASSOCIATE PLANNER

## **TITLE**

PUBLIC HEARING FOR CONSIDERATION OF AN EXEMPTION DECLARATION, CONDITIONAL USE PERMIT, PLANNING COMMISSION DESIGN REVIEW, AND VARIANCE TO ALLOW THE INSTALLATION AND OPERATION OF A HYDROGEN FUELING STATION WITH A REDUCTION IN THE PARKING REQUIREMENT FOR AN EXISTING AUTOMOBILE SERVICE STATION ON PROPERTY LOCATED WITHIN A COMMERCIAL (C-2) ZONE.

APPLICANT: FIELDER GROUP

ADDRESS: **2714 ARTESIA BOULEVARD**

CASE NOS: CUP-2021-01; PCDR-2021-01; VAR-2021-01

## **RECOMMENDATION:**

1. Open public hearing and administer oath;
2. Take testimony from staff, applicant, and interested parties;
3. Close public hearing and deliberate; and
4. Adopt a resolution by title only approving the request subject to the findings and conditions contained therein:

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF REDONDO BEACH, CALIFORNIA, APPROVING AN EXEMPTION DECLARATION, CONDITIONAL USE PERMIT, PLANNING COMMISSION DESIGN REVIEW, AND VARIANCE TO ALLOW THE INSTALLATION AND OPERATION OF A NEW HYDROGEN FUELING STATION AND RELATED EQUIPMENT WITH A REDUCTION IN THE PARKING REQUIREMENT AT AN EXISTING SERVICE STATION ON PROPERTY LOCATED WITHIN A COMMERCIAL (C-2) ZONE AT 2714 ARTESIA BOULEVARD

## **EXECUTIVE SUMMARY**

The applicant is requesting approval to construct and operate a new hydrogen fueling station and related equipment at the existing service station located at 2714 Artesia Boulevard. The existing site is 25,952 square feet in size and currently includes a convenience store, four (4) service bays, and six (6) dual-sided gas pump islands. There is an existing canopy that resides over the gas pump islands. The new hydrogen fueling station would include a pump island with two (2) dispensers, a canopy above the island, and various equipment with vent stacks. In addition to the pump island, there would be a new detached equipment enclosure housing the station modules, supply cabinets, and various valves and vents.

This commercial site is within the C-2 Commercial Zone which conditionally allows improvements to existing service stations. The project requires the approval of a Conditional Use Permit, Planning Commission Design Review, and a Variance for reduced parking.

The applicant has provided architectural drawings and renderings to further depict the proposed work. The applicant has also provided a parking study as well as an acoustical analysis.

## **BACKGROUND**

### **Location and Surrounding Uses**

The project site is a rectangular-shaped parcel located at the southeastern corner of Artesia and Inglewood Boulevards. The site is zoned Commercial C-2 and has functioned as a gas station since 1969. The property to the east includes a retail tire store, the property to the north and across Artesia in the City of Lawndale includes a quick-service restaurant, and the property to the west and across Inglewood includes a retail flower shop and business offices. The property to the south is Zoned R-3 and consists of multi-family residential units which face Vanderbilt Lane.

### **Site History**

The service station was first constructed in 1969 by Humble Oil Company. City records do not reflect a Conditional Use Permit (CUP) for the original station, however, the signage for the station did process for approvals. In 1987, a CUP was granted and in 1989, Exxon removed and rebuilt the service station. Another CUP was granted for the site in 1994 to address the remediation of the petroleum-impacted soil. Resolutions 7079 and 8186 are attached for reference.

## **PROJECT DESCRIPTION:**

The applicant is requesting approval to construct and operate a new hydrogen fueling pump island and a detached equipment enclosure. The project would disturb approximately 4,963 square feet of land. The pump island would include two (2) hydrogen dispensers, a 21-foot high canopy, and related equipment and vents. The detached equipment enclosure would include the station modules, supply cabinets, and various valves and vents.

### **Pump Island**

The pump island would be located near the northwestern corner of the lot adjacent to the existing planter and behind the corner signage. Per Municipal Code Section 10-2.1602(b)(3), new gas station pump islands are required to be a minimum 16 feet from the adjacent property lines. The closest dispenser would be approximately 16.5 feet to the nearest property line and the canopy columns would be approximately 20.8 feet to the nearest property line. The canopy would be 21 feet in overall height and 586 square feet in size. There would be 30 feet clear between the new pump island and the nearest existing pump island to the east. There would also be new vent stacks at 26 feet in height.

Per Code Section 10-2.1524(d)(1), corner lots must maintain a 15-foot triangular area of vehicular visibility. Given that the new pump island would meet the 16-foot minimum setback requirement and be located far behind the existing signage, the required corner of visibility will remain unimpeded.

### **Equipment Enclosure**

The equipment enclosure would be located along the southern (rear) property line adjacent to the multi-family units facing Vanderbilt Lane. Per Code Section 10-2.1602(b)(8), small accessory structures are conditionally permitted in conjunction with a service station. As noted above, the Planning Commission granted a CUP for related equipment in the past. The hydrogen fueling equipment is similar in scope to the remediation equipment that was necessary in the past.

The equipment enclosure would be 1,388 square feet in size with 8-foot high exterior fencing. While equipment enclosures are not reviewed in the same manner as enclosed buildings, the proposed enclosure is setback 15 feet from Inglewood Boulevard. Per Code Section 10-2.622, the front setback for a commercial building in the C-2 Zone is 5 feet.

The main station modules would be approximately 12 feet in height and each would have a vent stack extending above the equipment. To further screen the equipment from the residential units to the south, the applicant is proposing an angled awning approximately 16.5 feet in height. There is a grade change between the gas station and the residential property, with the residential property being at the higher grade. Field measurements reflect a grade change of 6 feet at the sidewalk, but that increases considerably as the properties extend eastward. Sheet C2.1 shows that the proposed awning would be just below the existing rear fencing. Details C and D on Sheet C2.2 illustrate the side views and the grade changes between the two sites. Residents would not be able to see the equipment from the existing rear yards, but the awning may be visible from second story windows.

The proposed awning screens the main station modules and vents located towards the western side of the enclosure. There will be other valves, walls, and panels of varying heights within the enclosure which will be located further east in



the equipment area.

#### Parking

Per Municipal Code Section 10-2.1706, service stations are required to have one parking space for every 250 square feet of gross floor area, but not less than three (3) spaces for each service bay. If the station also has its own towing truck, then there needs to be one parking space for that truck. The existing convenience store is 853 square feet and the service bays are a total of 1,563 square feet. In total, the gas station has 2,416 square feet of gross floor area which would require seven (7) parking spaces. That said, there are four (4) service bays and each require three (3) parking spaces. Thus, the existing site is required to have 12 parking spaces. The existing site provides 13 spaces along the southern property line. According to the applicant, the gas station does not have any in-house tow trucks, thus, no additional parking is needed for that use.

The new 1,388 square foot equipment enclosure would, unfortunately, remove the majority of those parking spaces along the southern property line. Only five (5) parking spaces would remain and the applicant proposes two (2) additional parking spaces parallel to Artesia Boulevard. In total, seven (7) parking spaces would be provided.

Staff requested that the applicant provide a parking study to analyze the existing site and assess if the revised parking would be able to support the station. The parking study reflects counts taken during two weekdays and two weekend days in November 2020. Peak operating hours for the gas station were considered to be 2:00 to 5:00 p.m., thus, counts were taken over the four days from 1:30 to 5:30 p.m. Counts were recorded in 5-minute intervals and assessed a variety of patron activities including fueling, the use of the convenience store, and the use of the service station. Tables 1 through 4 included in the parking study reflect a maximum of six (6) parking spaces utilized at any one time. The parking study notes that the two (2) hydrogen fueling dispensers are not expected to shift the existing activities at the site. Thus, it is expected that only six parking spaces are needed even after the hydrogen fueling station is in operation. It is also important to note that in many cases, patrons obtained fuel for their cars then utilized the convenience store. The vehicle remained at the pump as temporary parking, leaving the remaining parking spaces open for non-fueling services. Based upon the parking study and its operational counts, it appears that the site may be supported with the reduced parking. Lastly, the City Traffic Engineer has reviewed the study and found it be adequate for the proposed project.

Given that the site can support the reduced parking, that there is the need for environmentally-friendly fueling options in the South Bay, and there may not be an existing gas station that is a perfect fit to incorporate a new hydrogen fueling pump station, the request for a Variance appears justified.

#### Acoustical Analysis

Per Municipal Code Section 4-24.301(c), when the noise measurement is located along the boundary between two different land uses, the lower noise level limit shall be utilized plus five (5) decibels. In this case, the multi-family (R-3) units to the south are the lower noise level at 55 dB between the hours of 7:00 a.m. to 10:00 p.m. From 10:00 p.m. to 7:00 a.m., the presumed ambient noise level per Code 50 dB.

The acoustical analysis provided by the applicant's team utilizes noise propagation modeling which inputs the terrain, the built environment, and the existing traffic counts for both Artesia and Inglewood Boulevards, among other external factors. The modeling also includes the two (2) station modules within the equipment enclosure and the two (2) vents stacks located adjacent to the dispensers within the proposed pump island. The station modules operate for up to 30 minutes per hour and the vent stacks operate after each customer fuels which is expected to be every 5-10 minutes at full capacity.

The analysis reflects daytime hourly ambient noise levels adjacent to the residential to be in the range of 59 to 70 dBA. At nighttime, the analysis shows ambient sound levels at 51 to 62 dBA. Based upon the modeling as well as the use of the awning and wall at the equipment enclosure for noise mitigation, the acoustical analysis anticipates that nighttime noise levels will only increase by one (1) dB.

#### Landscape and Signage

Two existing trees within the planter space parallel to Artesia Boulevard are noted to be removed. Staff is suggesting a condition of approval that the applicant provide replacement trees and that landscaping within all of the existing planters be improved as part of the project.

Per Code Section 10-2.1810(g)(1), signage on the pump island canopy shall not exceed 15% "of the canopy fascia area

facing each street frontage." Conceptual signage is shown on Sheet A1.0 which merely states the company name and the hydrogen station label. A condition of approval is included in the attached Resolution noting that final signage shall meet the 15% requirement stated above.

### **EVALUATION OF REQUEST:**

#### **General Plan**

The subject property is zoned C-2 which is consistent with the Commercial C-2 General Plan Designation. The General Plan policies for this zone encourage a mix of uses such as retail, office, and other similar resident-serving commercial services. With Artesia Boulevard being the main commercial corridor within the northern portion of Redondo Beach, the General Plan highlights this area as being "highway" commercial development. The existing gas station and its expansion to include environmentally-friendly hydrogen fuel fits well within this main commercial corridor.

#### **Conditional Use Permit**

The purpose of a Conditional Use Permit is to review certain uses possessing unique characteristics and to ensure that the establishment of those uses will not adversely affect surrounding uses nor disrupt the orderly development of the community. Approval of a Conditional Use Permit must generally meet certain criteria specified in Section 10-2.2506 of the Municipal Code. The criteria include the following:

- 1. The site for the proposed use shall be in conformity with the General Plan and shall be adequate in size and shape to accommodate such use and all setbacks, spaces, walls and fences, parking, loading, landscaping, and other features required by this chapter to adjust such use with the land and uses in the neighborhood.*

The existing gas station meets the intent of the General Plan goals and policies by providing a resident-serving commercial use along a major highway corridor. By providing hydrogen fueling at the gas station, this use will not only be expanded but also environmentally-friendly which serves the whole of the community.

Many of the development standards outlined for the C-2 Zone were addressed as part of the original gas station development. The new pump island will meet the 16-foot required setback, the canopy will be below the 30-foot building height limit, and the new equipment enclosure will have fencing 8 feet in height. The parking study reflects that the site has the ability to accommodate the new pump island, the new equipment enclosure, and still serve the existing service station.

- 2. The site for the proposed use shall have adequate access to a public street or highway of adequate width and pavement to carry the quantity and kind of traffic generated by the proposed use.*

The project site abuts Artesia and Inglewood Boulevards. The site has three (3) vehicular entry points, one along Inglewood Boulevard and two driveways accessible from Artesia Boulevard. The hydrogen fueling station would not result in a discernable change to the existing traffic at the gas station. With the new offering of hydrogen fuel, existing drivers of gas vehicles would have the option to utilize an alternative-fuel vehicle.

- 3. The proposed use shall have no adverse effect on abutting property or the permitted use thereof.*

Land uses to the east, north, and west are currently commercial. The property to the south is an existing multi-family site (R-3) which sits several feet higher than the existing gas station. With this grade change and the addition of the awning above the station modules, the rear residential units are expected to have little to no visual impairment. The acoustical analysis indicates that daytime

and nighttime noise levels will only increase by one (1) dB.

4. *The conditions stated in the resolution or design considerations integrated into the project shall be deemed necessary to protect the public health, safety, and general welfare. Such conditions may include but shall not be limited to:*

The conditions of approval stated in the resolution are crafted to protect the public health, safety, and general welfare and to achieve development in an orderly and efficient manner in conformity with the General Plan and Zoning Ordinance. A good example of this is the condition regarding improved ADA pathways at the site.

#### Planning Commission Design Review

Pursuant to Section 10-2.2502 of the Municipal Code, any new commercial, industrial, mixed use or public development of any size on a site involving more than 10,000 square feet of land, requires Planning Commission Design Review (PCDR). The purpose of the design review is to look at the compatibility, originality, variety, and innovation in the architecture, design, landscaping, and site planning of the project. The purpose of the review is also to protect surrounding property values, prevent blight and deterioration of neighborhoods, promote sound land use, design excellence, and protect the overall health, safety, and welfare of the City. The criteria for PCDR are as follows:

**1. User impact and needs.** *The design of the project shall consider the impact and the needs of the user in respect to circulation, parking, traffic, utilities, public services, noise and odor, privacy, private and common open spaces, trash collection, security and crime deterrence, energy consumption, physical barriers, and other design concerns.*

The project maintains the 18-foot minimum driveway aisles required for two-way traffic within the site. The hydrogen station pump island will be 30 feet to the nearest existing gas dispenser to the east. The three (3) existing driveways will continue to provide clear ingress/egress to the station. The parking study indicates that only a maximum of six (6) parking spaces were utilized at any one time, thus, the proposed seven (7) parking spaces are adequate for the improved fueling station. While not normally included in the parking counts, each pump island serves as temporary parking for those patrons who obtain gas and utilize the convenience store in the same visit.

**2. Relationship to physical features.** *The location of buildings and structures shall respect the natural terrain of the site and shall be functionally integrated with any natural features of the landscape to include the preservation of existing trees, where feasible.*

The site has been developed with a service station since the late 1960s, thus, there is no natural terrain at the site. Two existing trees within a planter adjacent to Artesia Boulevard would be removed as part of this project. Staff has proposed a landscaping condition requesting replacement trees and improved landscaping with the other existing planter areas.

**3. Consistency of architectural style.** *The building or structure shall be harmonious and consistent within the proposed architectural style regarding roofing, materials, windows, doors, openings, textures, colors, and exterior treatment.*

The proposed canopy above the hydrogen fueling pump would have a modern, sleek design.

Renderings indicate that the canopy would be angled with white and green accents. While this is in contrast to the existing gas station and its solid red-tile roof, the new design highlights the potential future of fueling and helps advertise the new fuel offering. The equipment enclosure would have various earth tones. The awning above the station modules is shown to match the green color in the pump island canopy.

**4. Balance and integration with the neighborhood.** *The overall design shall be integrated and compatible with the neighborhood and shall strive to be in harmony with the scale and bulk of surrounding properties.*

The canopy above the pump island would be 21 feet in height and the canopy above the station modules within the equipment enclosure would be 16.5 feet in height. Both structures would be below the 30-foot maximum allowed building height. Furthermore, with the grade change between the gas station and the rear residential property, the rear residential units would most likely have little to no visual impacts. There are no foreseen impacts to the adjacent commercial uses.

**5. Building design.** *The design of buildings and structures shall strive to provide innovation, variety, and creativity in the proposed design solution. All architectural elevations shall be designed to eliminate the appearance of flat facades or boxlike construction.*

The canopy above the proposed pump island would be futuristic in design which ties into the theme of new environmentally-friendly fueling options. The equipment enclosure is simple and industrial which is appropriate for a gas station.

**6. Signs.** *Signs and sign programs shall meet the criteria established in Sign Regulation Criteria, Section 10-5.1802.*

The conceptual signage on the canopy is minimal and would not exceed the maximum 15% of the canopy fascia area.

## **COMMUNITY OUTREACH**

The applicant was encouraged to perform early outreach to neighboring properties, particularly the rear residential units facing Vanderbilt Lane. A letter was mailed to all properties within a 300-foot radius earlier this year. Neither the applicant nor the City received any public comments.

## **ENVIRONMENTAL STATUS:**

The proposed project is Categorically Exempt from further environmental analysis pursuant to Section 15303 of the Guidelines to the California Environmental Quality Act (CEQA).

## **ATTACHMENTS**

Draft Resolution  
Exemption Declaration  
Resolution 7079 - CUP for station  
Resolution 8186 - CUP for soil vapor  
Applications

Site Photos

Architectural Drawings

Parking Study

Acoustical Analysis

Equipment enclosure Photos

Rendering - Corner View

Rendering - Side view



# Administrative Report

J.1., File # PC21-2487

Meeting Date: 5/20/2021

To: **PLANNING COMMISSION**

From: STACEY KINSELLA, ASSOCIATE PLANNER

## **TITLE**

PUBLIC HEARING FOR CONSIDERATION OF AN EXEMPTION DECLARATION, CONDITIONAL USE PERMIT, PLANNING COMMISSION DESIGN REVIEW, AND VARIANCE TO ALLOW THE INSTALLATION AND OPERATION OF A HYDROGEN FUELING STATION WITH A REDUCTION IN THE PARKING REQUIREMENT FOR AN EXISTING AUTOMOBILE SERVICE STATION ON PROPERTY LOCATED WITHIN A COMMERCIAL (C-2) ZONE.

APPLICANT: FIELDER GROUP

ADDRESS: **2714 ARTESIA BOULEVARD**

CASE NOS: CUP-2021-01; PCDR-2021-01; VAR-2021-01

## **RECOMMENDATION:**

1. Open public hearing and administer oath;
2. Take testimony from staff, applicant, and interested parties;
3. Close public hearing and deliberate; and
4. Adopt a resolution by title only approving the request subject to the findings and conditions contained therein:

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF REDONDO BEACH, CALIFORNIA, APPROVING AN EXEMPTION DECLARATION, CONDITIONAL USE PERMIT, PLANNING COMMISSION DESIGN REVIEW, AND VARIANCE TO ALLOW THE INSTALLATION AND OPERATION OF A NEW HYDROGEN FUELING STATION AND RELATED EQUIPMENT WITH A REDUCTION IN THE PARKING REQUIREMENT AT AN EXISTING SERVICE STATION ON PROPERTY LOCATED WITHIN A COMMERCIAL (C-2) ZONE AT 2714 ARTESIA BOULEVARD

## **EXECUTIVE SUMMARY**

The applicant is requesting approval to construct and operate a new hydrogen fueling station and related equipment at the existing service station located at 2714 Artesia Boulevard. The existing site is 25,952 square feet in size and currently includes a convenience store, four (4) service bays, and six (6) dual-sided gas pump islands. There is an existing canopy that resides over the gas pump islands. The new hydrogen fueling station would include a pump island with two (2) dispensers, a canopy above the island, and various equipment with vent stacks. In addition to the pump island, there would be a new detached equipment enclosure housing the station modules, supply cabinets, and various valves and vents.

This commercial site is within the C-2 Commercial Zone which conditionally allows improvements to existing service stations. The project requires the approval of a Conditional Use Permit, Planning Commission Design Review, and a Variance for reduced parking.

The applicant has provided architectural drawings and renderings to further depict the proposed work. The applicant has also provided a parking study as well as an acoustical analysis.

## **BACKGROUND**

### **Location and Surrounding Uses**

The project site is a rectangular-shaped parcel located at the southeastern corner of Artesia and Inglewood Boulevards. The site is zoned Commercial C-2 and has functioned as a gas station since 1969. The property to the east includes a retail tire store, the property to the north and across Artesia in the City of Lawndale includes a quick-service restaurant, and the property to the west and across Inglewood includes a retail flower shop and business offices. The property to the south is Zoned R-3 and consists of multi-family residential units which face Vanderbilt Lane.

### **Site History**

The service station was first constructed in 1969 by Humble Oil Company. City records do not reflect a Conditional Use Permit (CUP) for the original station, however, the signage for the station did process for approvals. In 1987, a CUP was granted and in 1989, Exxon removed and rebuilt the service station. Another CUP was granted for the site in 1994 to address the remediation of the petroleum-impacted soil. Resolutions 7079 and 8186 are attached for reference.

## **PROJECT DESCRIPTION:**

The applicant is requesting approval to construct and operate a new hydrogen fueling pump island and a detached equipment enclosure. The project would disturb approximately 4,963 square feet of land. The pump island would include two (2) hydrogen dispensers, a 21-foot high canopy, and related equipment and vents. The detached equipment enclosure would include the station modules, supply cabinets, and various valves and vents.

### **Pump Island**

The pump island would be located near the northwestern corner of the lot adjacent to the existing planter and behind the corner signage. Per Municipal Code Section 10-2.1602(b)(3), new gas station pump islands are required to be a minimum 16 feet from the adjacent property lines. The closest dispenser would be approximately 16.5 feet to the nearest property line and the canopy columns would be approximately 20.8 feet to the nearest property line. The canopy would be 21 feet in overall height and 586 square feet in size. There would be 30 feet clear between the new pump island and the nearest existing pump island to the east. There would also be new vent stacks at 26 feet in height.

Per Code Section 10-2.1524(d)(1), corner lots must maintain a 15-foot triangular area of vehicular visibility. Given that the new pump island would meet the 16-foot minimum setback requirement and be located far behind the existing signage, the required corner of visibility will remain unimpeded.

### **Equipment Enclosure**

The equipment enclosure would be located along the southern (rear) property line adjacent to the multi-family units facing Vanderbilt Lane. Per Code Section 10-2.1602(b)(8), small accessory structures are conditionally permitted in conjunction with a service station. As noted above, the Planning Commission granted a CUP for related equipment in the past. The hydrogen fueling equipment is similar in scope to the remediation equipment that was necessary in the past.

The equipment enclosure would be 1,388 square feet in size with 8-foot high exterior fencing. While equipment enclosures are not reviewed in the same manner as enclosed buildings, the proposed enclosure is setback 15 feet from Inglewood Boulevard. Per Code Section 10-2.622, the front setback for a commercial building in the C-2 Zone is 5 feet.

The main station modules would be approximately 12 feet in height and each would have a vent stack extending above the equipment. To further screen the equipment from the residential units to the south, the applicant is proposing an angled awning approximately 16.5 feet in height. There is a grade change between the gas station and the residential property, with the residential property being at the higher grade. Field measurements reflect a grade change of 6 feet at the sidewalk, but that increases considerably as the properties extend eastward. Sheet C2.1 shows that the proposed awning would be just below the existing rear fencing. Details C and D on Sheet C2.2 illustrate the side views and the grade changes between the two sites. Residents would not be able to see the equipment from the existing rear yards, but the awning may be visible from second story windows.

The proposed awning screens the main station modules and vents located towards the western side of the enclosure. There will be other valves, walls, and panels of varying heights within the enclosure which will be located further east in

the equipment area.

#### Parking

Per Municipal Code Section 10-2.1706, service stations are required to have one parking space for every 250 square feet of gross floor area, but not less than three (3) spaces for each service bay. If the station also has its own towing truck, then there needs to be one parking space for that truck. The existing convenience store is 853 square feet and the service bays are a total of 1,563 square feet. In total, the gas station has 2,416 square feet of gross floor area which would require seven (7) parking spaces. That said, there are four (4) service bays and each require three (3) parking spaces. Thus, the existing site is required to have 12 parking spaces. The existing site provides 13 spaces along the southern property line. According to the applicant, the gas station does not have any in-house tow trucks, thus, no additional parking is needed for that use.

The new 1,388 square foot equipment enclosure would, unfortunately, remove the majority of those parking spaces along the southern property line. Only five (5) parking spaces would remain and the applicant proposes two (2) additional parking spaces parallel to Artesia Boulevard. In total, seven (7) parking spaces would be provided.

Staff requested that the applicant provide a parking study to analyze the existing site and assess if the revised parking would be able to support the station. The parking study reflects counts taken during two weekdays and two weekend days in November 2020. Peak operating hours for the gas station were considered to be 2:00 to 5:00 p.m., thus, counts were taken over the four days from 1:30 to 5:30 p.m. Counts were recorded in 5-minute intervals and assessed a variety of patron activities including fueling, the use of the convenience store, and the use of the service station. Tables 1 through 4 included in the parking study reflect a maximum of six (6) parking spaces utilized at any one time. The parking study notes that the two (2) hydrogen fueling dispensers are not expected to shift the existing activities at the site. Thus, it is expected that only six parking spaces are needed even after the hydrogen fueling station is in operation. It is also important to note that in many cases, patrons obtained fuel for their cars then utilized the convenience store. The vehicle remained at the pump as temporary parking, leaving the remaining parking spaces open for non-fueling services. Based upon the parking study and its operational counts, it appears that the site may be supported with the reduced parking. Lastly, the City Traffic Engineer has reviewed the study and found it be adequate for the proposed project.

Given that the site can support the reduced parking, that there is the need for environmentally-friendly fueling options in the South Bay, and there may not be an existing gas station that is a perfect fit to incorporate a new hydrogen fueling pump station, the request for a Variance appears justified.

#### Acoustical Analysis

Per Municipal Code Section 4-24.301(c), when the noise measurement is located along the boundary between two different land uses, the lower noise level limit shall be utilized plus five (5) decibels. In this case, the multi-family (R-3) units to the south are the lower noise level at 55 dB between the hours of 7:00 a.m. to 10:00 p.m. From 10:00 p.m. to 7:00 a.m., the presumed ambient noise level per Code 50 dB.

The acoustical analysis provided by the applicant's team utilizes noise propagation modeling which inputs the terrain, the built environment, and the existing traffic counts for both Artesia and Inglewood Boulevards, among other external factors. The modeling also includes the two (2) station modules within the equipment enclosure and the two (2) vents stacks located adjacent to the dispensers within the proposed pump island. The station modules operate for up to 30 minutes per hour and the vent stacks operate after each customer fuels which is expected to be every 5-10 minutes at full capacity.

The analysis reflects daytime hourly ambient noise levels adjacent to the residential to be in the range of 59 to 70 dBA. At nighttime, the analysis shows ambient sound levels at 51 to 62 dBA. Based upon the modeling as well as the use of the awning and wall at the equipment enclosure for noise mitigation, the acoustical analysis anticipates that nighttime noise levels will only increase by one (1) dB.

#### Landscape and Signage

Two existing trees within the planter space parallel to Artesia Boulevard are noted to be removed. Staff is suggesting a condition of approval that the applicant provide replacement trees and that landscaping within all of the existing planters be improved as part of the project.

Per Code Section 10-2.1810(g)(1), signage on the pump island canopy shall not exceed 15% "of the canopy fascia area



facing each street frontage." Conceptual signage is shown on Sheet A1.0 which merely states the company name and the hydrogen station label. A condition of approval is included in the attached Resolution noting that final signage shall meet the 15% requirement stated above.

### **EVALUATION OF REQUEST:**

#### **General Plan**

The subject property is zoned C-2 which is consistent with the Commercial C-2 General Plan Designation. The General Plan policies for this zone encourage a mix of uses such as retail, office, and other similar resident-serving commercial services. With Artesia Boulevard being the main commercial corridor within the northern portion of Redondo Beach, the General Plan highlights this area as being "highway" commercial development. The existing gas station and its expansion to include environmentally-friendly hydrogen fuel fits well within this main commercial corridor.

#### **Conditional Use Permit**

The purpose of a Conditional Use Permit is to review certain uses possessing unique characteristics and to ensure that the establishment of those uses will not adversely affect surrounding uses nor disrupt the orderly development of the community. Approval of a Conditional Use Permit must generally meet certain criteria specified in Section 10-2.2506 of the Municipal Code. The criteria include the following:

- 1. The site for the proposed use shall be in conformity with the General Plan and shall be adequate in size and shape to accommodate such use and all setbacks, spaces, walls and fences, parking, loading, landscaping, and other features required by this chapter to adjust such use with the land and uses in the neighborhood.*

The existing gas station meets the intent of the General Plan goals and policies by providing a resident-serving commercial use along a major highway corridor. By providing hydrogen fueling at the gas station, this use will not only be expanded but also environmentally-friendly which serves the whole of the community.

Many of the development standards outlined for the C-2 Zone were addressed as part of the original gas station development. The new pump island will meet the 16-foot required setback, the canopy will be below the 30-foot building height limit, and the new equipment enclosure will have fencing 8 feet in height. The parking study reflects that the site has the ability to accommodate the new pump island, the new equipment enclosure, and still serve the existing service station.

- 2. The site for the proposed use shall have adequate access to a public street or highway of adequate width and pavement to carry the quantity and kind of traffic generated by the proposed use.*

The project site abuts Artesia and Inglewood Boulevards. The site has three (3) vehicular entry points, one along Inglewood Boulevard and two driveways accessible from Artesia Boulevard. The hydrogen fueling station would not result in a discernable change to the existing traffic at the gas station. With the new offering of hydrogen fuel, existing drivers of gas vehicles would have the option to utilize an alternative-fuel vehicle.

- 3. The proposed use shall have no adverse effect on abutting property or the permitted use thereof.*

Land uses to the east, north, and west are currently commercial. The property to the south is an existing multi-family site (R-3) which sits several feet higher than the existing gas station. With this grade change and the addition of the awning above the station modules, the rear residential units are expected to have little to no visual impairment. The acoustical analysis indicates that daytime

and nighttime noise levels will only increase by one (1) dB.

4. *The conditions stated in the resolution or design considerations integrated into the project shall be deemed necessary to protect the public health, safety, and general welfare. Such conditions may include but shall not be limited to:*

The conditions of approval stated in the resolution are crafted to protect the public health, safety, and general welfare and to achieve development in an orderly and efficient manner in conformity with the General Plan and Zoning Ordinance. A good example of this is the condition regarding improved ADA pathways at the site.

#### Planning Commission Design Review

Pursuant to Section 10-2.2502 of the Municipal Code, any new commercial, industrial, mixed use or public development of any size on a site involving more than 10,000 square feet of land, requires Planning Commission Design Review (PCDR). The purpose of the design review is to look at the compatibility, originality, variety, and innovation in the architecture, design, landscaping, and site planning of the project. The purpose of the review is also to protect surrounding property values, prevent blight and deterioration of neighborhoods, promote sound land use, design excellence, and protect the overall health, safety, and welfare of the City. The criteria for PCDR are as follows:

**1. User impact and needs.** *The design of the project shall consider the impact and the needs of the user in respect to circulation, parking, traffic, utilities, public services, noise and odor, privacy, private and common open spaces, trash collection, security and crime deterrence, energy consumption, physical barriers, and other design concerns.*

The project maintains the 18-foot minimum driveway aisles required for two-way traffic within the site. The hydrogen station pump island will be 30 feet to the nearest existing gas dispenser to the east. The three (3) existing driveways will continue to provide clear ingress/egress to the station. The parking study indicates that only a maximum of six (6) parking spaces were utilized at any one time, thus, the proposed seven (7) parking spaces are adequate for the improved fueling station. While not normally included in the parking counts, each pump island serves as temporary parking for those patrons who obtain gas and utilize the convenience store in the same visit.

**2. Relationship to physical features.** *The location of buildings and structures shall respect the natural terrain of the site and shall be functionally integrated with any natural features of the landscape to include the preservation of existing trees, where feasible.*

The site has been developed with a service station since the late 1960s, thus, there is no natural terrain at the site. Two existing trees within a planter adjacent to Artesia Boulevard would be removed as part of this project. Staff has proposed a landscaping condition requesting replacement trees and improved landscaping with the other existing planter areas.

**3. Consistency of architectural style.** *The building or structure shall be harmonious and consistent within the proposed architectural style regarding roofing, materials, windows, doors, openings, textures, colors, and exterior treatment.*

The proposed canopy above the hydrogen fueling pump would have a modern, sleek design.

Renderings indicate that the canopy would be angled with white and green accents. While this is in contrast to the existing gas station and its solid red-tile roof, the new design highlights the potential future of fueling and helps advertise the new fuel offering. The equipment enclosure would have various earth tones. The awning above the station modules is shown to match the green color in the pump island canopy.

**4. Balance and integration with the neighborhood.** *The overall design shall be integrated and compatible with the neighborhood and shall strive to be in harmony with the scale and bulk of surrounding properties.*

The canopy above the pump island would be 21 feet in height and the canopy above the station modules within the equipment enclosure would be 16.5 feet in height. Both structures would be below the 30-foot maximum allowed building height. Furthermore, with the grade change between the gas station and the rear residential property, the rear residential units would most likely have little to no visual impacts. There are no foreseen impacts to the adjacent commercial uses.

**5. Building design.** *The design of buildings and structures shall strive to provide innovation, variety, and creativity in the proposed design solution. All architectural elevations shall be designed to eliminate the appearance of flat facades or boxlike construction.*

The canopy above the proposed pump island would be futuristic in design which ties into the theme of new environmentally-friendly fueling options. The equipment enclosure is simple and industrial which is appropriate for a gas station.

**6. Signs.** *Signs and sign programs shall meet the criteria established in Sign Regulation Criteria, Section 10-5.1802.*

The conceptual signage on the canopy is minimal and would not exceed the maximum 15% of the canopy fascia area.

## **COMMUNITY OUTREACH**

The applicant was encouraged to perform early outreach to neighboring properties, particularly the rear residential units facing Vanderbilt Lane. A letter was mailed to all properties within a 300-foot radius earlier this year. Neither the applicant nor the City received any public comments.

## **ENVIRONMENTAL STATUS:**

The proposed project is Categorically Exempt from further environmental analysis pursuant to Section 15303 of the Guidelines to the California Environmental Quality Act (CEQA).

## **ATTACHMENTS**

Draft Resolution  
Exemption Declaration  
Resolution 7079 - CUP for station  
Resolution 8186 - CUP for soil vapor  
Applications

Site Photos

Architectural Drawings

Parking Study

Acoustical Analysis

Equipment enclosure Photos

Rendering - Corner View

Rendering - Side view

**RESOLUTION NO. 2021-\*\*-PCR-\*\*\***

**A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF REDONDO BEACH APPROVING AN EXEMPTION DECLARATION, CONDITIONAL USE PERMIT, PLANNING COMMISSION DESIGN REVIEW, AND VARIANCE TO ALLOW THE INSTALLATION AND OPERATION OF A NEW HYDROGEN FUELING STATION AND RELATED EQUIPMENT AT AN EXISTING SERVICE STATION ON PROPERTY LOCATED WITHIN A COMMERCIAL (C-2) ZONE AT 2714 ARTESIA BOULEVARD**

WHEREAS, an application was filed on behalf of the owners of property located at 2714 Artesia Boulevard for approval of an Exemption Declaration, a Conditional Use Permit, Planning Commission Design Review, and Variance to allow the installation and operation of a new hydrogen fueling station and related equipment at an existing service station on an existing commercial site located within the Commercial (C-2) Zone; and

WHEREAS, notice of the time and place of the public hearing where the Exemption Declaration and application would be considered was given pursuant to State law and local ordinances by publication in the Beach Reporter, by posting the subject property, and by mailing notices to property owners within 300 feet of the exterior boundaries of the subject property; and

WHEREAS, the Planning Commission of the City of Redondo Beach has considered evidence presented by the applicant, the Planning Division, and other interested parties at the public hearing held on the 20<sup>th</sup> day of May, 2021 with respect thereto.

NOW, THEREFORE, THE PLANNING COMMISSION OF THE CITY OF REDONDO BEACH DOES HEREBY FIND:

1. In accordance with Section 10-2.620 of the Redondo Beach Municipal Code, service stations are conditionally permitted within the Commercial (C-2) zone.
2. In accordance with Section 10-2.2506 (b) of the Redondo Beach Municipal Code, the applicant's request for a Conditional Use Permit is consistent with the criteria set forth therein for the following reasons:
  - a. The service station is permitted in the land use district in which the site is located, and the site is adequate in size and shape to accommodate this use, and the project is consistent with the requirements of Chapter 2, Title 10 of the Redondo Beach Municipal Code, to adjust such use with the land and uses in the neighborhood.

- b. The service station has adequate access to both Inglewood and Artesia Boulevard and each are of adequate width and pavement to carry the quantity and kind of traffic generated by the service station.
  - c. The site has an existing service station and the addition of a hydrogen fueling pump with related equipment is not expected to have an adverse effect upon abutting property or the permitted use thereof, subject to the conditions of approval.
  - d. Approval of the request for a Conditional Use Permit, as submitted, is in accordance with the objectives and policies of the City of Redondo Beach General Plan, in that the area is designated as Commercial (C-2) and the proposed use is compatible with that designation.
  - e. The proposed pump island and related equipment will not have an adverse impact upon abutting properties, the neighborhood, or the City, and the use will be designed in a manner to protect the public health, safety, convenience, interest and general welfare, in that the conditions of project approval appropriately limit the intensity of the activity to maintain compatibility with surrounding uses.
3. In accordance with Municipal Code Sections 10-2.2502(b) and 10-2.1802 of the Redondo Beach Municipal Code, the applicant's request for Planning Commission Design Review is consistent with the criteria set forth therein for the following reasons:
- a. The design of the proposed project considers the impact and needs of the user in respect to circulation, parking, traffic, utilities, public services, noise and odor, privacy, private and common open spaces, trash collection, security and crime deterrence, energy consumption, physical barriers, and other design concerns.
  - b. The location of the pump island and related equipment enclosure respect the existing terrain of the site and are functionally integrated with the existing features of the service station to include the preservation or replanting of trees, where feasible.
  - c. The design of the proposed project is harmonious and consistent within the proposed architectural style regarding roofing, materials, windows, doors, openings, textures, colors, and exterior treatment subject to the conditions of approval.

- d. The overall design of the project, as approved, is integrated and compatible with the neighborhood and strives to be in harmony with the scale and bulk of the surrounding properties.
  - e. The design of the pump island and equipment enclosure strive to provide innovation, variety, and creativity in the proposed design solution. All architectural elevations are designed to eliminate the appearance of flat facades or boxlike construction.
  - f. The conceptual signage is consistent with sign regulation criteria in RBMC Sections 10-2.1802 and 10-2.1810.
4. In accordance with Municipal Code Sections 10-2.1706 and 10-2.2510(b) of the Redondo Beach Municipal Code, the applicant's request for a Variance for reduced parking is consistent with the criteria set forth therein for the following reasons:
- a. The existing service station is uniquely configured to accommodate the additional pump island and equipment with adequate driveway aisles for two-way traffic and adequate parking per the parking study. The site is also several feet lower than the rear multi-family residential site which greatly reduces the potential of visual impacts. Not many existing services stations would have the adequate size and internal circulation to include the proposed island and equipment. Thus, the strict application of the zoning provisions related to parking is not appropriate in this case;
  - b. The granting of this Variance is subject to the conditions outlined within this Resolution so as to assure that the parking adjustment authorized does not constitute a granting of special privileges inconsistent with the limitations upon other properties in the vicinity and zone in which such property is situated; and
  - c. The granting of this Variance is not contrary to the objectives of the Comprehensive General Plan as it supports resident-serving commercial uses along this major commercial corridor. Further, the reduced parking will allow for alternative-fueling options which serves the community as a whole.
5. The plans, specifications, and drawings submitted with the applications have been reviewed by the Planning Commission and are approved.
6. Pursuant to Chapter 3, Title 10 of the Redondo Beach Municipal Code, the project is exempt from the preparation of environmental documents pursuant to Section 15303 of the Guidelines for Implementation of the California Environmental Quality Act (CEQA).

NOW, THEREFORE, THE PLANNING COMMISSION OF THE CITY OF REDONDO BEACH DOES HEREBY RESOLVE AS FOLLOWS:

Section 1. Based on the above findings, the Planning Commission does hereby approve the Exemption Declaration, grant the Conditional Use Permit, grant the Planning Commission Design Review, and grant the Variance pursuant to the plans and applications considered by the Planning Commission at its meeting of the 20<sup>th</sup> day of May, 2021.

Section 2. This permit shall be void in the event that the applicant does not comply with the following conditions:

1. The approval granted herein is for the installation of a new hydrogen pump island and related equipment at an existing service station on a C-2 Commercial parcel. The proposed island and equipment shall be maintained and operated in substantial compliance with the plans reviewed and approved by the Planning Commission at its meeting on May 20, 2021.
2. The new pump island and equipment shall comply with all applicable codes, regulations, and requirements and the applicant shall obtain all necessary permits from the Building Division, Engineering Division, Fire Department, and any other agency with jurisdiction over the improvements to the site.
3. The precise architectural treatment of the pump island and equipment shall be subject to Planning Division approval prior to the issuance of building permits.
4. The applicant shall submit an exterior lighting plan for approval prior to the issuance of building permits. The lighting shall be designed to be consistent between the existing and new pump islands.
5. The applicant shall provide on-site erosion protection for the storm drainage system during construction to the satisfaction of the Engineering Division.
6. The areas of work shall be fully fenced during construction.
7. All on-site litter and debris shall be collected daily.
8. Construction work shall occur only between the hours of 7:00 a.m. and 6:00 p.m. Monday through Friday and between the hours of 9:00 a.m. and 5:00 p.m. on Saturdays. No work shall occur on Sundays and holidays.
9. There shall be no storage of materials on public streets.



10. The project developer and/or general contractor shall be responsible for counseling and supervising all subcontractors and workers to ensure that neighboring businesses are not subjected to excessive noise, disorderly behavior, or abusive language.
11. Barriers shall be erected to protect the public where streets and/or sidewalks are damaged or removed.
12. The streets and sidewalks adjacent to the job site shall be clean and free of debris.
13. The project developer shall replace any existing trees required to be removed as part of the project. All landscaping within existing planters shall be improved per landscape plans reviewed and approved by the Planning Division prior to the issuance of building permits. The plans must demonstrate compliance with the State's Model Water Efficient Landscape Ordinance.
14. The landscaping and sprinklers shall be installed per the approved plan prior to final Planning inspection.
15. Provide an ADA compliant curb ramp at the street corner and provide an easement at the corner cut-off as required for the construction of curb ramps.
16. Reconstruct all driveway approaches per City Std – 2 Commercial Driveway Approach, and provide 4-foot wide continuous pedestrian paths of travel at the new approaches as required by the City. Provide easements on private property for said path of travel as required.
17. The outdoor location of the storage, generation, compression, and dispensing equipment shall be in accordance with California Fire Code Chapters 23, 53, 58, and NFPA-2.
18. All electrical equipment shall be installed per California Electrical Code.
19. Self-service station plans shall show the location of emergency shutoff locations, shutdown controls, vehicle guard posts, and fire extinguishers all with proper signage as per California Fire Code Chapters 23 and 58.
20. A gas detection system shall be provided and reported to a constantly attended location or to a location approved by the Fire Department and cause all systems to shut down upon detection of a leak. If service repair stalls are used for repair of hydrogen systems vehicles, it shall also be equipped with a gas detection system.

21. A safety procedure manual as per California Fire Code Chapters 4 and 58 shall be provided and kept on site and all personnel shall be trained on proper procedure in case a hydrogen leak is detected.
22. The Planning Division shall be authorized to approve minor changes.
23. In the event of a disagreement in the interpretation and/or application of these conditions, the issue shall be referred back to the Planning Commission for a decision prior to the issuance of a building permit. The decision of the Planning Commission shall be final.
24. The Planning Commission shall retain jurisdiction of the matter for the purpose of enforcing compliance with these conditions and for the purpose of modification thereof as circumstances may subsequently indicate.

Section 3. The approved applications shall become null and void if not vested within 36 months after the Planning Commission's approval.

Section 4. Prior to seeking judicial review of this resolution, the applicant is required to appeal to the City Council. The applicant has ten (10) days from the date of adoption of this resolution in which to file the appeal.

FINALLY RESOLVED, that the Planning Commission forward a copy of this resolution to the City Council so the Council will be informed of the action of the Planning Commission.

PASSED, APPROVED AND ADOPTED this 20<sup>th</sup> day of May, 2021.

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Planning Commission Chair  
City of Redondo Beach

ATTEST:

STATE OF CALIFORNIA       )  
COUNTY OF LOS ANGELES   )   SS  
CITY OF REDONDO BEACH    )

I, Brandy Forbes, Community Development Director of the City of Redondo Beach, California, do hereby certify that the foregoing Resolution No. 2021-\*\*-PCR-\*\*\* was duly passed, approved, and adopted by the Planning Commission of the City of Redondo Beach, California, at a regular meeting of said Planning Commission held on the 20<sup>th</sup> day of May, 2021 by the following roll call vote:

AYES:

NOES:

ABSENT:

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Brandy Forbes, AICP  
Community Development Director

APPROVED AS TO FORM:

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City Attorney's Office



## CITY OF REDONDO BEACH

### EXEMPTION DECLARATION PURSUANT TO THE CALIFORNIA ENVIRONMENTAL QUALITY ACT

**DATE:** May 20, 2021

**PROJECT ADDRESS:** 2714 Artesia Boulevard

**PROPOSED PROJECT:** Consideration of an Exemption Declaration, Conditional Use Permit, Planning Commission Design Review, and Variance to allow a new hydrogen fueling station and related equipment at an existing gas station on property located within a Commercial (C-2) zone.

In accordance with Chapter 3, Title 10, Section 10-3.301(a) of the Redondo Beach Municipal Code, the above-referenced project is Categorically Exempt from the preparation of environmental review documents pursuant to:

Section 15303 of the Guidelines for Implementation of the California Environmental Quality Act (CEQA), which states, in part, that small structures not involving the use of significant amounts of hazardous substances, and not exceeding 2,500 square feet in floor area are exempt. This is supported by the fact that the proposal includes a new pump island and equipment enclosure at an existing gas station in a commercial zone.

The subject site is neither located within an area designated as an environmental resource of hazardous or critical concern, nor within an officially designated, state scenic highway, nor within a hazardous waste site included on any list compiled pursuant to Section 65962.5 of the Government Code. The project is not a successive project in the same place that may have a cumulative impact over time nor will the project have a significant effect on the environment due to unusual circumstances.

*Stacey Kinsella*

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Stacey Kinsella  
Associate Planner

RESOLUTION NO. 7079

A RESOLUTION OF THE PLANNING COMMISSION OF  
THE CITY OF REDONDO BEACH APPROVING THE  
CONDITIONAL USE PERMIT TO ALLOW THE DEMOLITION  
OF AN EXISTING GAS STATION AND NEW CONSTRUCTION OF A GAS STATION  
WITH FOUR SERVICE BAYS, FIVE GASOLINE DISPENSERS, AND A CASHIERS' KIOSK  
AND DENYING WITHOUT PREJUDICE THE VARIANCE TO PERMIT  
THE NEW BUILDING TO ENCROACH INTO THE REQUIRED REARYARD SETBACK  
ON LOTS 4, 5, 6, AND 7, BLOCK 1, REDONDO VILLA TRACT  
2714 ARTESIA BOULEVARD (CASE NO. 1846-87-208)

WHEREAS, an application was filed by Exxon Corporation for a conditional use permit to allow the demolition of an existing gas station and new construction of a gas station with four service bays, five gasoline dispensers, and a cashiers' kiosk and the variance to permit the new building to encroach into the required rearyard setback in the General Commercial (GC) Land Use District (zone).

WHEREAS, notice of the time and place of the public hearing where this request was considered was given by publication in the Easy Reader by posting the subject property and by mailing notices to property owners within 300 feet of the exterior boundaries of the subject property.

WHEREAS, the Planning Commission of the City of Redondo Beach has considered evidence presented by the applicant, the Planning Department, and other interested parties at the public hearing held with respect thereto;

NOW, THEREFORE, THE PLANNING COMMISSION OF THE CITY OF REDONDO BEACH DOES HEREBY FIND;

Section 1. Pursuant to Article 2, Chapter 3, Title 10 of the Redondo Beach Municipal Code, an exemption declaration has been prepared and filed.

Section 2. That in accordance with Section 10-2.1603(B) of the Redondo Beach Municipal Code, a conditional use permit is in accord with the criteria set forth therein in the following reason:

a. The site for the proposed use is in conformity with the Comprehensive General Plan and is adequate in size and shape to accommodate the proposed use and all yard, spaces, walks, driveways, walls, landscaping, parking, circulation, and other features required by this chapter to adjust such use with the land and uses in the neighborhood.

b. The site for the proposed use has adequate access to both Inglewood Avenue and Artesia Boulevard which are primary highways of adequate width and improvement to carry the quantity and kind of traffic generated by the proposed use.

c. The proposed use is separated from adjoining residential uses by a 20' setback and a high retaining wall and will have no adverse effect on these properties.

RESOLUTION NO. 7079

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d. The conditions stated in the resolution are necessary to protect the public health, safety, and general welfare.

e. That front setback of the service station building is consistent with the purpose of this section. A greater front setback would result in a reduced rear setback which would adversely effect the residential properties to the rear or would result in a smaller service station structure which would adversely effect the operator's ability to adequately serve his customers and overall economic viability of the use.

Section 3. The plans, specifications and drawings submitted with the applications have been reviewed by the Planning Commission and approved the conditional use permit to allow the demolition of an existing gas station and new construction of a gas station with four service bays, five gasoline dispensers, and a cashiers' kiosk and denied without prejudice the variance to permit the new building to encroach into the required rearyard setback.

NOW, THEREFORE, BE IT RESOLVED BY THE PLANNING COMMISSION OF THE CITY OF REDONDO BEACH, AS FOLLOWS:

Section 1. That based on the above findings, the Planning Commission does hereby grant the conditional use permit to allow the demolition of an existing gas station and new construction of a gas station with four service bays, five gasoline dispensers, and a cashiers' kiosk and deny without prejudice the variance to permit the new building to encroach into the required rearyard setback.

Section 2. This permit shall be void in the event that the applicant does not comply with the following conditions:

1. That the precise architectural treatment of the building exterior, roof, walks, walls, and driveways shall be subject to Planning Department approval prior to issuance of a building permit.
2. That the applicant submit a landscape and sprinkler plan, including a clock-operated sprinkler control, for approval prior to final approval.
3. That the landscaping and sprinklers be installed per the approved plan, prior to final inspection.
4. That the sidewalk be replaced, as necessary, in the opinion of the Engineering Department.
5. That the applicants and/or their successors shall maintain the subject property in a clean, safe, and attractive state until construction commences. Failure to so maintain the subject property may result in reconsideration of this approval by the Planning Commission.
6. That the Planning Department be authorized to approve minor changes.



RESOLUTION NO. 7079

Page Three

7. That, in the event of a disagreement between the applicant and the Planning Department regarding these conditions, the issue shall be referred back to the Planning Commission for a decision prior to the issuance of a building permit.
8. That the Planning Commission shall retain jurisdiction of the matter for the purpose of enforcing compliance with these conditions and for the further purpose of modification thereof, as circumstances may subsequently indicate.
9. That no overnight parking of automobiles shall be permitted with the exception of those vehicles left by customers for repair work. These vehicles must be identified with a bona fide, currently-dated work order displayed in the front window.
10. That the driveway on the Inglewood Avenue side of the project be widened to 40-plus feet (as wide as possible), subject to approval of the Planning Department.

FINALLY RESOLVED, that the Planning Commission forward a copy of this resolution to the City Council so the council will be informed of the action of the Planning Commission.

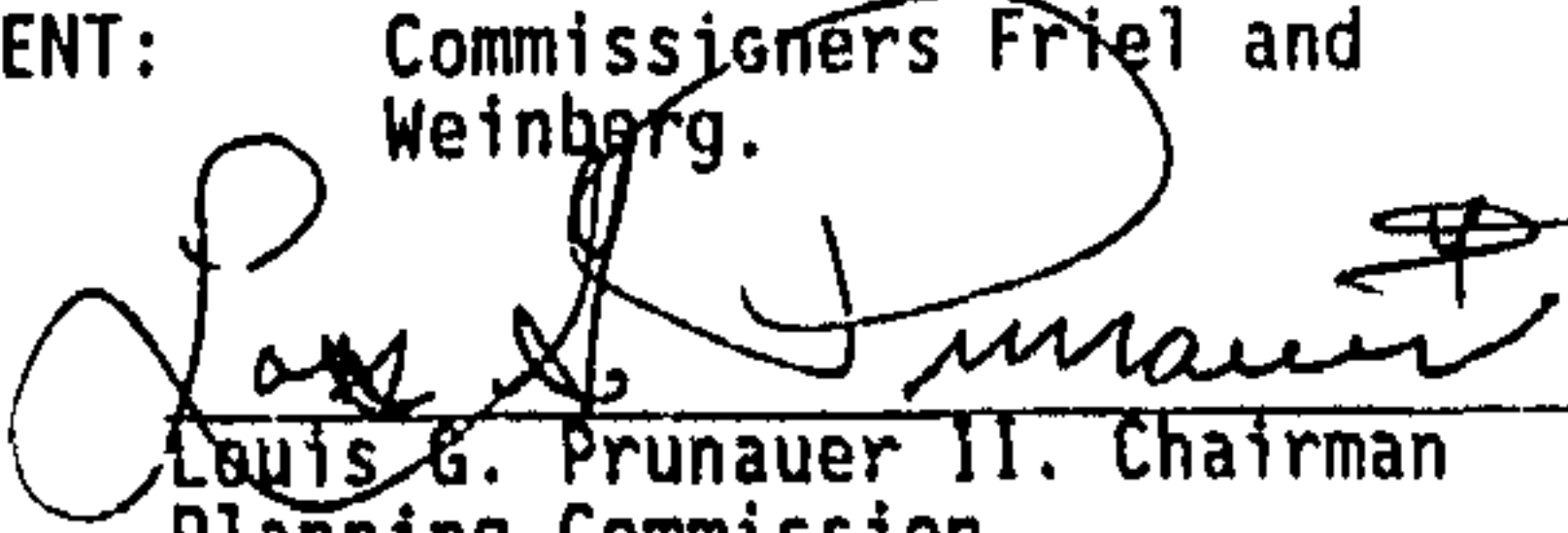
The foregoing resolution was adopted on October 15, 1987 by the following vote:

AYES: Commissioners Czuleger,  
Richer and  
Chairman Prunauer II;

NOES: None;

ABSTAIN: Commissioner Takahashi;

ABSENT: Commissioners Friel and  
Weinberg.

  
Louis G. Prunauer II, Chairman  
Planning Commission  
City of Redondo Beach

APPROVED AS TO FORM:

  
Gordon C. Phillips  
City Attorney

ma

RESOLUTION NO. 8186

A RESOLUTION OF THE PLANNING COMMISSION OF  
THE CITY OF REDONDO BEACH APPROVING A REQUEST FOR  
A CONDITIONAL USE PERMIT AND AN EXEMPTION DECLARATION  
TO ALLOW THE INSTALLATION OF A SOIL VAPOR EXTRACTION SYSTEM  
TO REMEDIATE PETROLEUM-IMPACTED SOIL ON THE SITE  
OF AN EXISTING SERVICE STATION  
IN THE C-2 LAND USE DISTRICT (ZONE) AT  
2714 ARTESIA BOULEVARD (CASE NO. 94-36)

WHEREAS, an application was filed by **Mobil Oil Corporation** for a Conditional Use Permit and an Exemption Declaration to allow the installation of a soil vapor extraction system to remediate petroleum-impacted soil on the site of an existing service station in the C-2 zone at 2714 Artesia Boulevard;

WHEREAS, notice of the time and place of the public hearing where this request was considered was given by publication in the Easy Reader, by posting the subject property, and by mailing notices to property owners within 300 feet of the exterior boundaries of the subject property;

WHEREAS, the Planning Commission of the City of Redondo Beach has considered evidence presented by the applicant, the Planning Division, and other interested parties at the public hearing held on June 16, 1994, with respect thereto;

NOW, THEREFORE, THE PLANNING COMMISSION OF THE CITY OF REDONDO BEACH DOES HEREBY FIND:

Section 1. In accordance with Section 10-2.1603(B), a Conditional Use Permit is in accord with the criteria set forth therein for the following reasons:

- a. The proposed use is conditionally permitted in the land use district in which the site is located, and the site is adequate to accommodate the use.
- b. The site has adequate access to a public street which is of adequate width to carry the kind and quantity of traffic generated by the proposed use.
- c. The proposed use shall have no adverse effect on abutting property or the permitted use thereof, subject to the conditions of approval.
- d. The use is consistent with the Comprehensive General Plan of the City in that it involves a commercial use in an area zoned for such uses.



Section 2. The plans, specifications and drawings submitted with the application have been reviewed by the Planning Commission and approved.

Section 3. The project is categorically exempt from preparation of environmental documents pursuant to Section 15301 of the Guidelines for Implementation of the California Environmental Quality Act.

NOW, THEREFORE, BE IT RESOLVED BY THE PLANNING COMMISSION OF THE CITY OF REDONDO BEACH, AS FOLLOWS:

Section 1. That based on the above findings, the Planning Commission does hereby grant the Conditional Use Permit and the Exemption Declaration, subject to the plans and applications submitted;

Section 2. This permit shall be void in the event that the applicant does not comply with the following conditions:

1. That the precise architectural treatment of the exterior of the enclosure as well as walks, walls and driveways shall be subject to Planning Division's approval prior to issuance of permits to install the subject unit.
2. That the replacement of all walks, walls, and driveways and landscaping after the unit is removed shall be subject to Planning Division approval.
3. That the Planning Division be authorized to approve minor changes.
4. That, in the event of a disagreement between the applicant and the Planning Division regarding these conditions, the issue shall be referred back to the Planning Commission for a decision prior to the issuance of a building permit.
5. That the Planning Commission shall retain jurisdiction of the matter for the purpose of enforcing compliance with these conditions for the further purpose of modification thereof, as circumstances may subsequently indicate.
6. That the applicant, Mobil Oil Corporation, shall submit quarterly equipment maintenance reports to the Planning Division.

Section 3. That this Conditional Use Permit shall become null and void if not exercised within 18 months after the effective date of this resolution.

Section 4. That the time within which judicial review of this resolution may be sought is not later than 90 days after the decision becomes final pursuant to California Code of Civil Procedure section 1094.6.

FINALLY RESOLVED, that the Planning Commission forward a copy of this resolution to the City Council so the Council will be informed of the action of the Planning Commission.

By the following vote on June 16, 1994, the Planning Commission adopted the foregoing findings and conditions to be incorporated in this resolution, and authorized the Chairman to execute this resolution. This resolution is of no force and effect until signed by the Chairman of the Planning Commission.

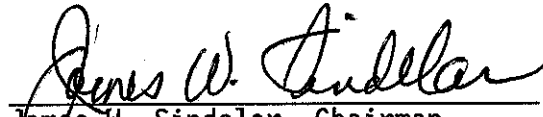
AYES: Chairman Sindelar and  
Commissioners Cole, Gin,  
O'Dowd, Pinkerton, and  
Sachar;

NOES: None;

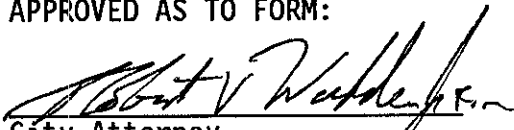
ABSENT: Commissioner Flores.

Dated: \_\_\_\_\_

6/28/94

  
James W. Sindelar, Chairman  
Planning Commission  
City of Redondo Beach

APPROVED AS TO FORM:

  
City Attorney

**CITY OF REDONDO BEACH**  
**PLANNING DIVISION**

APPLICATION NO.

TBD

DATE REVIEWED:

10/26/2020

**APPLICATION FOR CONDITIONAL USE PERMIT**

*Application is hereby made to the City of Redondo Beach, for Conditional Use Permit, pursuant to Section 10-2.2506 or Section 10-5.2506 of Title 10 of the Redondo Beach Municipal Code.*

**PART I - GENERAL INFORMATION**

<b>A</b>	<b>APPLICANT INFORMATION</b>	
	<b>STREET ADDRESS OF PROPERTY:</b> 2714 Artesia Blvd.	
	<b>EXACT LEGAL DESCRIPTION OF THE PROPERTY:</b>  LOT: 4,5,6 & 7      BLOCK: 1      TRACT: Redondo Villa	<b>ZONING:</b>  C-2, Commercial
	<b>FLOOR AREA RATIO (EQUAL TO GROSS FLOOR AREA DIVIDED BY SITE SIZE)</b>  <b>SITE SIZE (SQ. FT.): 25,952      GROSS FLOOR AREA (SQ. FT.) 2,416      FLOOR AREA RATIO: 0.93</b>	
	<b>RECORDED OWNER'S NAME:</b> Bashir Shahimi  <b>MAILING ADDRESS:</b> 2714 Artesia Blvd, Redondo Beach, CA  <b>TELEPHONE:</b>	<b>AUTHORIZED AGENT'S NAME:</b>   <b>MAILING ADDRESS:</b>   <b>TELEPHONE:</b>
	<b>APPLICANT'S NAME:</b> Ben Steckler  <b>MAILING ADDRESS:</b> 299 N Euclid Ave, Suite 550, Pasadena, CA 91101 <b>TELEPHONE: 213-381-3243</b>	<b>PROJECT ARCHITECT/FIRM/PRINCIPAL:</b> Patrick Fiedler, P.E.  <b>MAILING ADDRESS:</b> 299 N Euclid Ave, Suite 550, Pasadena, CA 91101 <b>TELEPHONE: 213-381-3118 LICENSE NO. C-38123</b>
	<b>B      REQUEST</b>	
	<b>The applicant requests a Conditional Use Permit to use the above described property for the following purposes:</b>  See attached: CUP-Justification-Statements-Project-Description	

**C** **SHOWINGS:** Explain how the project is consistent with the criteria in Section 10-2.2506(B) of the Zoning Ordinance.

**1. Describe existing site improvements and their present use. If vacant, please specify.**

See attached: CUP-Justification-Statements-Project-Description

**2. Describe the site in terms of its ability to accommodate the proposed use and conform to the development standards of the Zoning Ordinance (i.e., setbacks, parking, landscaping, etc.)**

See attached: CUP-Justification-Statements-Project-Description

**3. Describe the site in terms of its access to public rights-of-way. Give street names, widths, and flow characteristics.**

See attached: CUP-Justification-Statements-Project-Description

	<p><b>4. Describe the expected impact of the proposed use on adjoining uses and activities and on future development of the neighborhood.</b></p> <p>See attached: CUP-Justification-Statements-Project-Description</p>
	<p><b>5. Describe how the proposed use is consistent with the intent and purpose of the Redondo Beach General Plan.</b></p> <p>See attached: CUP-Justification-Statements-Project-Description</p>

D	It is desirable, but not required, to have the signatures of owners of property in the immediate area affected, certifying that they have no objection to the establishment of the use as applied for in this request for a Conditional Use Permit. Use reverse side of this sheet if more space is needed.				
	NAME	ADDRESS	LOT	BLOCK	TRACT

## **IWATANI – REDONDO BEACH, CA - 2714 Artesia Blvd.**

### **Section “B – Request”; The applicant requests an amendment to an existing Conditional Use Permit for the above described property for the following purposes:**

Respectfully request to add Hydrogen Fueling dispensers, storage and related equipment to an existing fuel service station in order to provide access to the zero-emission generating fuel to the residents of Redondo Beach. This will allow for the purchase and use of new Zero-Emission Hydrogen Fuel Cell Electric Vehicles currently entering the retail market.

### **Section “C – Showings”; Conditional Use Permit (2020 application):**

1. Describe existing site improvements and their present use.

The site is an existing service station with one fueling canopy covering twelve fueling positions and an existing convenience-store/auto repair structure. The site is located at the southeast corner of Artesia Blvd and Inglewood Ave. The site is surrounded by a Tire Shop to the east, a Fast-casual Restaurant to the north across Artesia Blvd., a Floral shop on the opposing northwest corner of Artesia and Inglewood, a Mixed-use Commercial Center to the west across Inglewood, and an existing residential development abutting the south parcel line of the project site whose buildings face Vanderbilt Lane.

2. Describe the site in terms of its ability to accommodate the proposed use and conform to the development standards of the Zoning Ordinance (i.e., setbacks, parking, landscaping, etc.).

The existing service station has been operating at this site for years. The site is adequate in size for both the existing and the proposed improvements. The existing circulation pattern is remaining substantially the same as it is today even with the proposed addition of the alternative fuel, Hydrogen. The only potential impact the project will have is on parking, due to the proposed Hydrogen Fueling equipment which will occupy some of the parking stalls that are currently existing on-site today. This potential impact is considered a less than significant impact to the site because the site inherently has the 12 stalls under the fueling canopy (providing the parking for both fuel service and convenience store access for most patrons).

3. Describe the site in terms of its access to public rights-of-way. Give street names, widths, and flow characteristics.

The site has one existing driveway to Inglewood Avenue and has two existing driveways providing access to Artesia Blvd. Both Artesia Blvd. and Inglewood Avenue are divided streets, prohibiting left turns into and out of the site.

## **IWATANI – REDONDO BEACH, CA - 2714 Artesia Blvd.**

Artesia Blvd. has a posted speed limit of 35 mph, with a total of six lanes. However, the site sits adjacent to the two lanes heading eastbound and has street parking on the curb. Inglewood Ave also has a posted speed limit of 40 mph, with a total of six lanes, with the site sitting on the corner next to the four lanes running northbound (left turn only lane, 2 straight forward lanes, and a right turn only lane).

4. Describe the expected impact of the proposed use on adjoining uses and activities and on future development of the neighborhood.

The proposed addition of Hydrogen Fueling is anticipated to have little or no impact to the operation of the existing service station, and a large positive impact for the community. The site is an existing service station with the primary purpose of dispensing fuel to local citizens. The additional equipment is designed to integrate into the existing service station circulation pattern and to allow for the circulation to remain substantially the same as it is today.

There is no anticipated increase to traffic as Hydrogen Fuel Cell Vehicles are expected to replace a traditional gasoline/diesel powered vehicle. Drivers can only operate one vehicle at a time, and therefore even if the Hydrogen Fuel Cell Vehicle is added to the household, versus simply replacing the previous traditional fuel vehicle, the driver can only operate one vehicle at a time, thereby not increasing traffic congestion.

There is also concern from the City about the possible effects of the noise produced by the equipment in the enclosure and how it may impact the residential development to the south. However, based on the noise study report provided as an exhibit in conjunction with this application, noise is not expected to have a significant impact.

Overall, the addition of Hydrogen as a product offering is expected to reduce pollution, as the only biproduct is water vapor, which in turn will benefit the residents by providing healthier, cleaner air.

5. Describe how the proposed use is consistent with the intent and purpose of the Redondo Beach General Plan.

The proposed use is consistent with the Redondo Beach General Plan in that it furthers the various goals and objectives related to protection of environmental resources and looking out for the general health, safety, and welfare of the community. The proposed project allows for the use of Hydrogen Fuel Cell Electric Vehicles which are zero emission vehicles. The more Hydrogen Fuel Cell Electric Vehicles are driven, the better the local air quality will be, as these cars do not emit anything but water vapor. Fossil fuel powered vehicles are responsible for 41% of air pollution, and the more fossil fuel powered vehicles that are replaced with a zero-emission vehicle, the greater the benefit in air quality for the local community and for the region. This project will establish the required infrastructure to allow for these kinds of vehicles to be used and fueled in

## IWATANI – REDONDO BEACH, CA - 2714 Artesia Blvd.

Redondo Beach, thus allowing for the citizens to help further the goals and objectives related to protect the environmental resources (which includes air and air quality).

### Conditional Use Permit (Municipal Code)

- (1) The site for the proposed use shall be in conformity with the General Plan and shall be adequate in size and shape to accommodate such use and all setbacks, spaces, walls and fences, parking, loading, landscaping, and other features required by this chapter to adjust such use with the land and uses in the neighborhood.

The site is an existing service station which is in conformance with the General Plan, and the project is simply to add a zero-emission alternative fuel (Hydrogen) so the station can continue operating with a new fuel choice. The station will remain in conformance with the General Plan and will now progress the following goal:

Goal It shall be the goal of the City of Redondo Beach to:

1R Ensure the protection and maintenance of environmental resources.

The addition of Hydrogen as a zero-emission alternative fuel at this location allows for the residents of Redondo Beach to obtain and drive a new Hydrogen Fuel Cell Electric Vehicle instead of a using a traditional fossil fuel burning vehicle. While driving a Hydrogen Fuel Cell Electric Vehicle, the person will not be creating any air pollution. Each person who drives such a car is effectively reducing air pollution with every mile they drive the new Hydrogen Fuel Cell Electric Vehicle instead of a traditional gasoline/diesel vehicle. Thus, this project furthers the above goal and helps each citizen of Redondo Beach to potentially ensure the protection of the environmental resource air.

- (2) The site for the proposed use shall have adequate access to a public street or highway of adequate width and pavement to carry the quantity and kind of traffic generated by the proposed use.

The site is an existing service station that is operating currently with three driveways. The fact that the site has been an existing service station for years proves that it is designed to carry the amount of traffic generated by the existing use. The proposed addition of Hydrogen Fuel as an alternative fuel choice is not anticipated to increase the traffic at the station significantly. The expectation is that existing customers will see the addition of the Hydrogen Fueling infrastructure at the station and will then be able to switch vehicle types (from fossil fuel to Hydrogen Fuel). Since each person can only



## IWATANI – REDONDO BEACH, CA - 2714 Artesia Blvd.

drive one kind of vehicle at a time, any new Hydrogen Fuel customer would likely have been a fossil fuel vehicle customer previously. Thus, traffic is expected to remain essentially the same as it is today.

- (3) The proposed use shall have no adverse effect on abutting property or the permitted use thereof.

The proposed use of the site as a service station requires no change from the current use, so there is no anticipation that the overall use of the station will have any new detrimental or adverse effect on the abutting properties or their continued use. Due to the elevational differences with the residential property to the South, the proposed location of the equipment enclosure for the Hydrogen Fueling equipment will be virtually invisible to the residents living adjacent to the subject site on the south side. Given the strict regulatory safety measures in the California Fire Code (CFC) and the National Fire Protection Association (NFPA) regulations related to the storage and use of Hydrogen as a fuel, and the location of Hydrogen equipment, the project is anticipated to be deemed safe in relation to the residents living on the adjacent parcel.

- (4) The conditions stated in the resolution or design considerations integrated into the project shall be deemed necessary to protect the public health, safety, and general welfare. Such conditions may include, but shall not be limited to:
- a) Additional setbacks, open spaces, and buffers;
  - b) Provision of fences and walls;
  - c) Street dedications and improvements, including service roads and alleys;
  - d) The control of vehicular ingress, egress, and circulation;
  - e) Sign requirements or a sign program, consistent with the Sign Regulations Criteria in Section 10-2.1802;
  - f) Provision of landscaping and the maintenance thereof;
  - g) The regulation of noise, vibration, odor and the like;
  - h) Requirements for off-street loading facilities;
  - i) A time period within which the proposed use shall be developed;
  - j) Hours of permitted operation and similar restrictions;
  - k) Removal of existing billboards on the site, subject to the findings required by Section 10-2.2006(b)(7); and
  - l) Such other conditions as will make possible the development of the City in an orderly and efficient manner and in conformity with the intent and purposes set forth in this chapter and the General Plan.

Conditions to be justified at time of selection on an as needed basis.

**CITY OF REDONDO BEACH**  
**PLANNING DIVISION**

APPLICATION NO.

TBD

DATE RECEIVED:

10/26/2020

**APPLICATION FOR PLANNING COMMISSION DESIGN REVIEW**

*Application is hereby made to the Planning Commission of the City of Redondo Beach, for Planning Commission Review, pursuant to Section 10-2.2502 or Section 10-5.2502, Title 10 of the Redondo Beach Municipal Code.*

**PART I - GENERAL INFORMATION**

<b>A</b>	<b>APPLICANT INFORMATION</b>	
	<b>STREET ADDRESS OF PROPERTY:</b> 2714 Artesia Blvd.	
	<b>EXACT LEGAL DESCRIPTION OF THE PROPERTY:</b>  <b>LOT:</b> 4,5,6 & 7 <b>BLOCK:</b> 1 <b>TRACT:</b> Redondo Villa	<b>ZONING:</b>  C-2, Commercial
	<b>FLOOR AREA RATIO (EQUAL TO GROSS FLOOR AREA DIVIDED BY SITE SIZE)</b> <b>SITE SIZE (SQ. FT.):</b> 26,002 <b>GROSS FLOOR AREA (SQ. FT.):</b> 2,436 <b>FLOOR AREA RATIO:</b> 0.094	
	<b>RECORDED OWNER'S NAME:</b> Bashir Shahimi  <b>MAILING ADDRESS:</b> 2714 Artesia Blvd. Redondo Beach, CA  <b>TELEPHONE:</b>	<b>AUTHORIZED AGENT'S NAME:</b> Ben Steckler  <b>MAILING ADDRESS:</b> 299 N Euclid Avenue, Suite 550, Pasadena, CA  <b>TELEPHONE:</b> 213-381-3243
	<b>APPLICANT'S NAME:</b> Ben Steckler  <b>MAILING ADDRESS:</b> 299 N Euclid Avenue, Suite 550 Pasadena, CA 91101      (213) 381-3243  <b>TELEPHONE:</b>	<b>PROJECT ARCHITECT:</b> Engineer Patrick O. Fiedler  <b>MAILING ADDRESS:</b> 299 N Euclid Avenue, Suite 550, Pasadena, CA  <b>TELEPHONE:</b> <b>LICENSE NO.</b> C-38123
<b>B</b>	<b>REQUEST</b>	
	<p>The applicant requests a Planning Commission Design Review to use the above described property for the following purposes:</p> <p style="text-align: center;">See attached.</p>	

C	<b>SHOWINGS:</b> Explain how the project is consistent with the criteria in Section 10-2.2514(C) of the Zonning Ordinance
	<p><b>1. Is the project designed in full accordance with the development standards of the zone in which it is located? If not, explain.</b></p> <p>See attached.</p> <p><b>2. Indicate how the location of buildings and structures respects the natural terrain and is integrated with natural features of the landscape including the preservation of existing trees where feasible.</b></p> <p>See attached.</p>
	<p><b>3. Describe the site in terms of its access to public rights-of-way. Give street names, widths, and flow characteristics.</b></p> <p>See attached.</p>

	<p><b>4. Describe how the overall design is compatible with the neighborhood and in harmony with the scale and bulk of surrounding properties.</b></p> <p>See attached.</p>
	<p><b>5. Describe how the design of buildings and structures avoids the appearance of flat facades or boxlike construction.</b></p> <p>See attached.</p>
	<p><b>6. SIGNS: Indicate how the size, shape, color, materials, illumination, and placement of signs if harmonious and in scale with the building and surrounding area, and avoids needless repetition or proliferation of signs or any adverse impacts on surrounding properties.</b></p> <p>See attached.</p>

**D** It is desirable, but not required, to have the signatures of owners of property in the immediate area affected, certifying that they have no objection to the proposed project. Use reverse side of this sheet if more space is needed.

[illegible]

## **IWATANI – REDONDO BEACH, CA - 2714 Artesia Blvd.**

### **Section “B – Request”; The applicant requests a Planning Commission Design Review to use the above described property for the following purposes:**

To add Hydrogen Fueling equipment and dispensers so that Zero-Emission Hydrogen fuel can be offered and available to the residents of Redondo Beach for the new Hydrogen Fuel Cell Electric Vehicles.

### **Section “C – Showings”; Design Review (2020 application):**

1. Is the project designed in full accordance with the development standards of the zone in which it is located? If not, explain.

The site is an existing service station which is in conformance with the C-2 Zoning Standards, and the project is simply to add a zero-emission alternative fuel (Hydrogen) so the station can continue operating with a new fuel choice. The station will remain in the same configuration and operational characteristics as it is today. Although the station will remain in substantial conformance with how it operates today, we do need to ask for variances from the municipal code.

As part of our request, we have requested relief from the required side setback for the equipment enclosure due to the abutting residential use on the South property line, along with a reconsideration of how a service station provides for parking stalls and relief from the block wall height limitations for the enclosure. Due to the elevation change along the referenced property line, we expect no adverse effects to the residents as the equipment will be shielded from view due to the close proximity of the equipment enclosure to the existing retaining/screening wall along the property line. Strict adherence to NFPA 2 and California Fire Code Standards will ensure that the project poses as little physical risk to the abutting residences as possible.

2. Indicate how the location of buildings and structures respects the natural terrain and is integrated with natural features of the landscape including the preservation of existing trees where feasible.

The existing service station has been operating at this site for years, and thus the site is already fully developed. The proposed changes will have no impact to site terrain or features. One tree near the intersection corner will be removed. This will be done in conjunction with the replacement of vegetated landscaping to non-combustible landscape materials to adhere to Hazardous Material required setbacks from the dispensers. The amount of landscaping is to remain the same, but landscaping type/materials will be adjusted to adhere to applicable codes requirements.

3. Describe the site in terms of its access to public rights-of-way. Give street names, widths, and flow characteristics.

## IWATANI – REDONDO BEACH, CA - 2714 Artesia Blvd.

The site has one existing driveway to Inglewood Avenue and has two existing driveways providing access to Artesia Blvd. Both Artesia Blvd. and Inglewood Avenue are divided streets, prohibiting left turns into and out of the site.

Artesia Blvd. has a posted speed limit of 35 mph, with a total of six lanes. However, the site sits adjacent to the two lanes heading eastbound and has street parking on the curb. Inglewood Ave also has a posted speed limit of 40 mph, with a total of six lanes, with the site sitting on the corner next to the four lanes running northbound (left turn only lane, 2 straight forward lanes, and a right turn only lane).

4. Describe how the overall design is compatible with the neighborhood and in harmony with the scale and bulk of surrounding properties.

The proposed addition of the Hydrogen dispensers and related storage and equipment will be consistent with the mostly commercial surrounding properties. The storage and equipment compound will be shielded by a neutral colored louvered fence and a tan split faced mixed with bands of smooth CMU to make a decorative block wall where visible from the public's view. The fencing and wall will be less than the height of the adjacent, existing building on site, as well as those on the surrounding properties. The surrounding properties vary in height, shape and color characteristics with no uniform theme. The proposed project's neutral color screening of the equipment will ensure it blends into the existing area.

It will be harmonious with the one adjacent residential area, in that it will be screened from view, by the placement along the property lines. The line of sight angle created by the elevation change, and existing fencing is anticipated to hide the equipment enclosure from their view. They may see the awning and the dispensers, but that is consistent with what they see in conjunction with the existing fueling canopy and dispensers.

And in keeping with the modern and futuristic mode of travel that Hydrogen Fuel Cell Electric Vehicles provide, the dispensing area that will be in public view is proposed to have a modern, clean looking design to match.

5. Describe how the design of buildings and structures avoids the appearance of flat facades or boxlike construction.

The project proposes no new buildings, only an equipment enclosure and an awning above the dispensers. The equipment enclosure will screen the equipment from public view so not to clutter the visual appeal of the site with large mechanical equipment. The equipment enclosure is a mixture of decorative block walls on three sides and a louvered (vented) screen fence on the access side. This will be consistent with the

## **IWATANI – REDONDO BEACH, CA - 2714 Artesia Blvd.**

appearance of the existing trash enclosure (although more decorative), while still meeting the code requirements.

The proposed awning will be minimal, modern and is designed to provide a futuristic experience while providing coverage for the customers as they fuel their Hydrogen Fuel Cell vehicles. The proposed design is more creative and fluid than the existing, rectangular canopy over the gasoline/diesel dispensers and will add variety to the site, while not being eccentric. Since it is in closer proximity to the intersection, the more modern, artistic design was thought to be more appropriate as it can be seen by all passing through the intersection. It is also considered consistent with the existing in the fueling dispensers in that both the Hydrogen fuel dispensers and the dispensers for fossil fuels are covered by a canopy for the protection of the patrons from the elements.

6. **SIGNS:** Indicate how the size, shape, color, materials, illumination, and placement of signs is harmonious and in scale with the building and surround area, and avoids needless repetition or proliferation of signs or any adverse impacts on surrounding properties.

The proposed project has no proposed signage other than Brand Placement on the Awning covering the Hydrogen Dispensers. It is still being designed but will be consistent with the existing as well as appropriate for the modern design of the hydrogen fueling awning.



**CITY OF REDONDO BEACH**  
**PLANNING DIVISION**

APPLICATION NO.

TBD

DATE RECEIVED:

10/26/2020

**APPLICATION FOR VARIANCE**

*Application is hereby made to the Planning Commission/Harbor Commission of the City of Redondo Beach, for Variance, pursuant to Section 10-2.2510 or Section 10-5.2510 Title 10 of the Redondo Beach Municipal Code.*

**PART I - GENERAL INFORMATION**

<b>A</b>	<b>APPLICANT INFORMATION</b>		
	<b>STREET ADDRESS OF PROPERTY:</b> 2714 Artesia Blvd.		
	<b>EXACT LEGAL DESCRIPTION OF THE PROPERTY:</b> LOT: 4,5,6 & 7      BLOCK: 1      TRACT: Redondo Villa		<b>ZONING:</b> C-2, Commercial
	<b>RECORDED OWNER'S NAME:</b>  Bashir Shahimi	<b>APPLICANT'S NAME:</b>  Ben Steckler	<b>AUTHORIZED AGENT'S NAME:</b> (if different than applicant)
	<b>MAILING ADDRESS:</b>  2714 Artesia Blvd, Redondo Beach, CA	<b>MAILING ADDRESS:</b>  299 N Euclid Ave, Suite 550, Pasadena, CA 91101	<b>MAILING ADDRESS:</b>
	<b>TELEPHONE:</b>	<b>TELEPHONE:</b> 213-381-3243	<b>TELEPHONE:</b>

<b>B</b>	<b>REQUEST</b>
	<p><b>Describe the proposed project and indicate the development standards from which a Variance is requested:</b></p> <p>Respectfully request to add Hydrogen Fueling dispensers, storage and related equipment to an existing fuel service station in order to provide access to the zero-emission generating fuel to the residents of Redondo Beach. This will allow for the purchase and use of new Zero-Emission Hydrogen Fuel Cell Electric Vehicles currently entering the retail market.</p>

**C**

**SHOWINGS:** Explain how the project is consistent with the criteria in Section 10-2.2510(B) of the Zoning Ordinance.

**1. Indicate the special circumstances applicable to your property, including size, shape, topography, location, or surroundings.**

See attached: VAR-Justification-Statements

**2. Indicate how the strict application of the zoning provisions, in light of the above circumstances, deprives your property of privileges enjoyed by other property in the vicinity and in the same zone.**

See attached: VAR-Justification-Statements

**3. Indicate how the adjustment authorized by the Variance, if granted, does not constitute a grant of special privileges that is inconsistent with the limitations upon other properties in the vicinity and in the same zone.**

See attached: VAR-Justification-Statements

<b>C</b>	<b>SHOWINGS:</b> Explain how the project is consistent with the criteria in Section 10-2.2510(B) of the Zoning Ordinance.
	<p><b>4. Indicate how the Variance, if granted, will not be contrary to the objectives of the General Plan.</b></p> <p>See attached: VAR-Justification-Statements</p>
	<p><b>5. Describe how the proposed use is consistent with the intent and purpose of the Redondo Beach General Plan.</b></p> <p>See attached: VAR-Justification-Statements</p>

<b>D</b>	<b>It is desirable, but not required, to have the signatures of owners of property in the immediate area affected, certifying that they have no objection to the Variance. Use reverse side of this sheet if more space is needed.</b>				
	<b>NAME</b>	<b>ADDRESS</b>	<b>LOT</b>	<b>BLOCK</b>	<b>TRACT</b>

## IWATANI – REDONDO BEACH, CA - 2714 Artesia Blvd.

### Request:

To facilitate the addition of the equipment necessary for the storage and dispensing of Hydrogen fuel, we request a variance from the required parking ordinance, not to eliminate parking but to consider the spaces under the canopy as acceptable in lieu of the striped stalls being removed, as well as approval of a variance from the setback requirements as well as the height limitations on block walls for the equipment enclosure for the Hydrogen Fuel.

### Variance Findings of Fact (Municipal Code):

- (1) There are special circumstances applicable to the property, including size, shape, topography, location, or surroundings, such that the strict application of the zoning provisions deprives such property of privileges enjoyed by other property in the vicinity and under identical zone designation.

The project site is an existing service station and the project is to add an environmentally friendly fuel option. The special circumstances associated with the proposed project are directly related to its existing use, and the location in the City of Redondo Beach. The State of California initiated AB-118 to help spur the new infrastructure for Hydrogen fueling and established that the best locations for this new infrastructure would be at existing service stations (to help facilitate the transition from cars/fuels that pollute to cars/fuels that do not). The State then identified the City of Redondo Beach as a prime location for this infrastructure. These two criteria along with the existing use and the location combine to make the special circumstance that makes this a worthy variance to grant.

Hydrogen Fuel Cell Electric Vehicles are the most associable experience with modern fossil fuel powered vehicles of any of the zero-emission vehicles available. The fact that the experience of driving a Hydrogen Fuel Cell Electric Vehicle is so similar to the experience of driving a fossil fuel powered vehicle is anticipated to make it easier for more drivers to convert. The more drivers that convert from driving fossil fuel vehicles to electric vehicles the less pollution will be in the air. The addition of this infrastructure is both beneficial to the community and to the region.

The proposed location of the equipment enclosure is going to remove seven existing striped parking stalls from the site. The applicant is requesting the community to accept the twelve existing (not-striped) parking spots at the fuel dispensers in lieu of the seven striped stalls. The majority of the clientele of the service station who get fuel and purchase something from the convenience store do so from the spot adjacent to the fuel dispenser they are using, leaving the majority of the required striped stalls vacant and doing nothing except adding to the urban heat index. Allowing the service station to consider the parking under the canopy as part of the requirement for onsite parking benefits the community and the environment in that it will allow for the addition of the Hydrogen fueling which will benefit the air quality with every mile driven behind the wheel of a Hydrogen Fuel Cell Electric Vehicle.

## IWATANI – REDONDO BEACH, CA - 2714 Artesia Blvd.

Allowing for the required structure surrounding the Hydrogen equipment to be located in the location proposed allows for the installation of the infrastructure to provide for the use of Hydrogen Fuel Cell Electric Vehicles in Redondo Beach, which in turn will help to reduce air pollution in the region. The proposed location will make the equipment enclosure nearly invisible to the residential neighbors to the south, as well as help to ensure it to be as safe and unobtrusive as can be. The neighboring property is elevated an estimated 9-13 feet over the height of the service station and has its own retaining wall with screening fence. The proposed location of the equipment enclosure will be screened by the elevation difference as well as their existing 6' high wooden fence on top of the existing retaining wall. The proposed enclosure will be below the overall height of the existing wall along the property line and will be in proximity to that wall so that it is not anticipated to be visible to any of the residents.

Allowing for the height of the proposed enclosure makes it consistent with the adjacent retaining wall and provides for the additional concern the Redondo Beach Fire Department expressed during the preliminary review. The RBFD stated they wanted the enclosure wall surrounding the equipment to be as high as the equipment inside or higher if possible (as an additional safety requirement above and beyond standard code requirements).

The Hydrogen Fuel Cell electric vehicles that will use this facility are environmentally friendly (producing zero-emissions). And, because they are electric vehicles, they produce almost no sound and no toxic emissions. Thus, both the proposed location and the proposed wall height are specifically for the safety and the benefit of the general welfare of the community, along with being an environmental benefit for the community to have this fuel available for the residents. Since the code allows for variances from development standards if these criteria can be met, and since any property owner can apply for a variance, the granting of the variances does not constitute a special privilege inconsistent with the vicinity or the zone. Approval of the variance is both beneficial for the community and the region.

- (2) Any Variance granted shall be subject to such conditions as will assure that the adjustment thereby authorized shall not constitute a grant of special privileges inconsistent with the limitations upon other properties in the vicinity and zone in which such property is situated.

Variances are allowed via the development code, any property needing a variance for a project that does not impact the general health, safety or welfare of the community is permitted to apply for a variance. Providing that the variance requested here, to accept alternative locations for required parking stalls at a service station, is deemed acceptable and approved, the project and the approval would be consistent with the development code and would not be receiving a grant of a special privilege. Since anyone in the community can apply for it, and it is determined that the project is not detrimental to the community (where this project is actually beneficial for the community) then it is not a special privilege to grant this variance request. The request is a sensible modification to the code in relation to this project to allow for a project

## IWATANI – REDONDO BEACH, CA - 2714 Artesia Blvd.

that is not detrimental, and is in this case beneficial, to proceed. The granting of this variance would not cause any detriment and it would benefit the public health, safety and general welfare.

- (3) The granting of a Variance shall not be contrary to the objectives of the Comprehensive General Plan.

The granting of the variance will not be contrary to the goals of the General Plan, it will be consistent with and further goal 1R of the General Plan (as quoted below):

“It shall be the goal of the City of Redondo Beach to:

1R Ensure the protection and maintenance of environmental resources.”

The addition of Hydrogen as a zero-emission alternative fuel at this location allows for the residents of Redondo Beach to obtain and drive a new Hydrogen Fuel Cell Electric Vehicle instead of a using a traditional fossil fuel burning vehicle. While driving a Hydrogen Fuel Cell Electric Vehicle, the person will not be creating any air pollution. Each person who drives such a car is effectively reducing air pollution with every mile they drive the new Hydrogen Fuel Cell Electric Vehicle instead of a traditional gasoline/diesel vehicle. Thus, this project furthers the above goal and helps each citizen of Redondo Beach to potentially ensure the protection of the environmental resource air.

8/14/20

City of Redondo Beach -  
Community Development Department  
415 Diamond Street  
Redondo Beach, CA 90277

Attn: City Planning Manager & City Building Official

**Subject:** Iwatani Hydrogen Fueling Upgrade  
2714 Artesia Boulevard  
Redondo Beach, CA 90278

**Re:** Property Owner Authorization Letter

To Whom It May Concern:

As property owner of the subject location, I BASHIR Shahimi, hereby authorize Ben Steckler, Aydin Manouchehri and Jimmy Toetz of Fiedler Group to apply for and represent **Bussopp, Inc.** in the filing of any Planning applications for required approvals and/or for related permits for the subject site/project. Additionally, this authorization includes, but is not limited to, appearing before any governmental agency at meetings or public hearings addressing proposed construction/improvements for the above mentioned facility. Should you have any questions, I can be reached at (310)-213-1185. Thank you for your time.

Best regards,

  
Bashir Shahimi  
Owner

08/17/20

Subscribed and sworn to (or affirmed) before me this 17<sup>th</sup> day of August, 2020  
by \_\_\_\_\_, proved to me on the basis of  
satisfactory evidence to be the person(s) who appeared before me.

See Attached  
FILING CLERK OR NOTARY PUBLIC

State of California )  
County of Los Angeles ) ss Seal

## CALIFORNIA JURAT CERTIFICATE

A Notary Public or other officer completing this certificate verifies only the identity of the individual who signed the document to which this certificate is attached, and not the truthfulness, accuracy, or validity of that document.

State of California

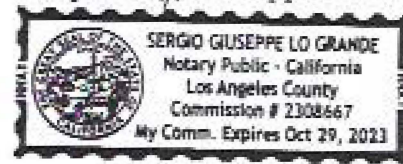
County of Los Angeles

Subscribed and sworn to (or affirmed) before me on this 17th day of August  
2020, by Bashir Shamihi

proved to me on the basis of satisfactory evidence to be the person(s) who appeared before me.

WITNESS MY HAND AND OFFICIAL SEAL.

Sergio Giuseppe Lo Grande  
Signature of Notary Public



(Notary Seal)

### OPTIONAL INFORMATION

*The jurat contained within this document is in accordance with California law. Any affidavit subscribed and sworn to before a notary shall use the preceding wording or substantially similar wording pursuant to Civil Code sections 1189 and 8202. A jurat certificate cannot be affixed to a document sent by mail or otherwise delivered to a notary public, including electronic means, whereby the signer did not personally appear before the notary public, even if the signer is known by the notary public. The seal and signature cannot be affixed to a document without the correct notarial wording. As an additional option an affiant can produce an affidavit on the same document as the notarial certificate wording to eliminate the use of additional documentation.*

#### DESCRIPTION OF ATTACHED DOCUMENT

Property Owner Authorization Letter  
(Title of document)

Number of Pages 1 (Including jurat)

Document Date 08/17/2020

(Additional Information)

#### CAPACITY CLAIMED BY THE SIGNER

- ☒ Individual  
☐ Corporate Officer  
☐ Partner  
☐ Attorney-In-Fact  
☐ Trustee  
☐ Other: \_\_\_\_\_



## IWATANI – REDONDO BEACH, CA - 2714 Artesia Blvd.

### Proposed Project – Site Photographs

A) View of Site from South West



B) View of Site from West



C) View of Site from Northwest



D) View of Site from North





## IWATANI – REDONDO BEACH, CA - 2714 Artesia Blvd.

E) View of Site from North East



### Surrounding Area – Photographs

F) View West from Site



G) View Northwest from Site



H) View North from Site



## IWATANI – REDONDO BEACH, CA - 2714 Artesia Blvd.

I) View Northeast from Site



J) View South from Site

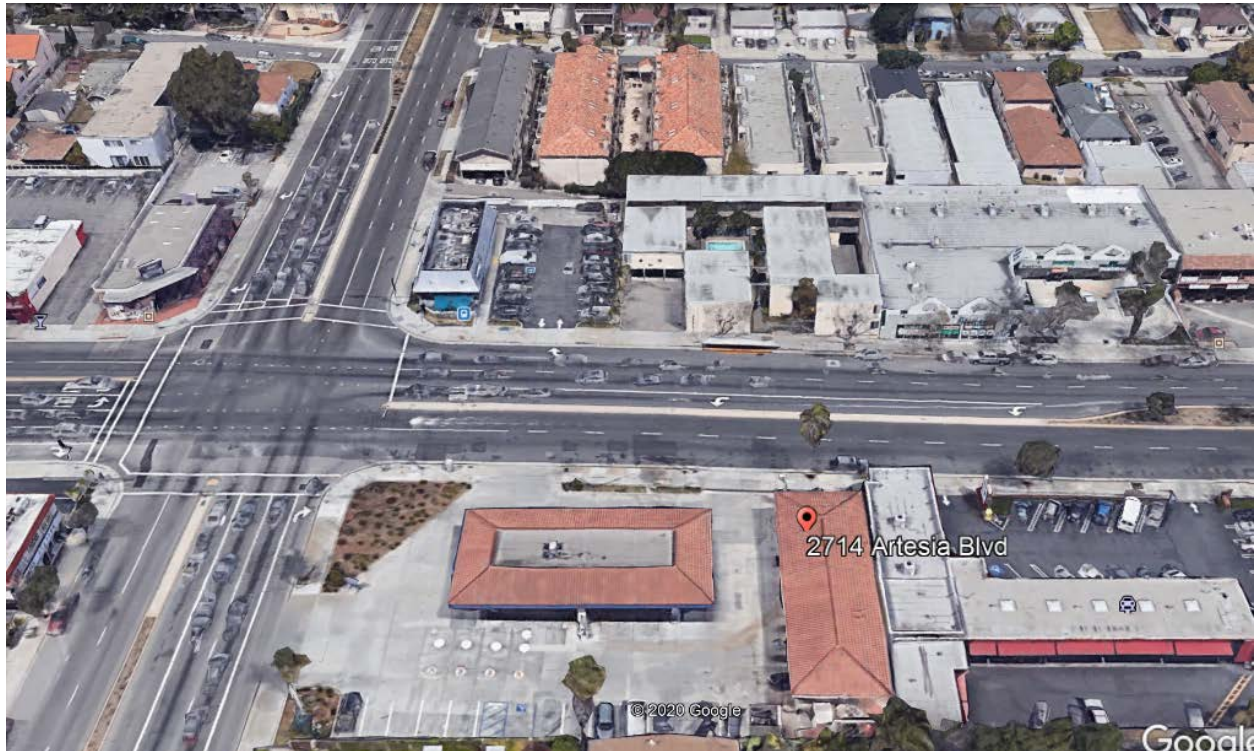




## IWATANI – REDONDO BEACH, CA - 2714 Artesia Blvd.

### Aerial Views – Property and Surroundings

View of Property and North



View of Property and East



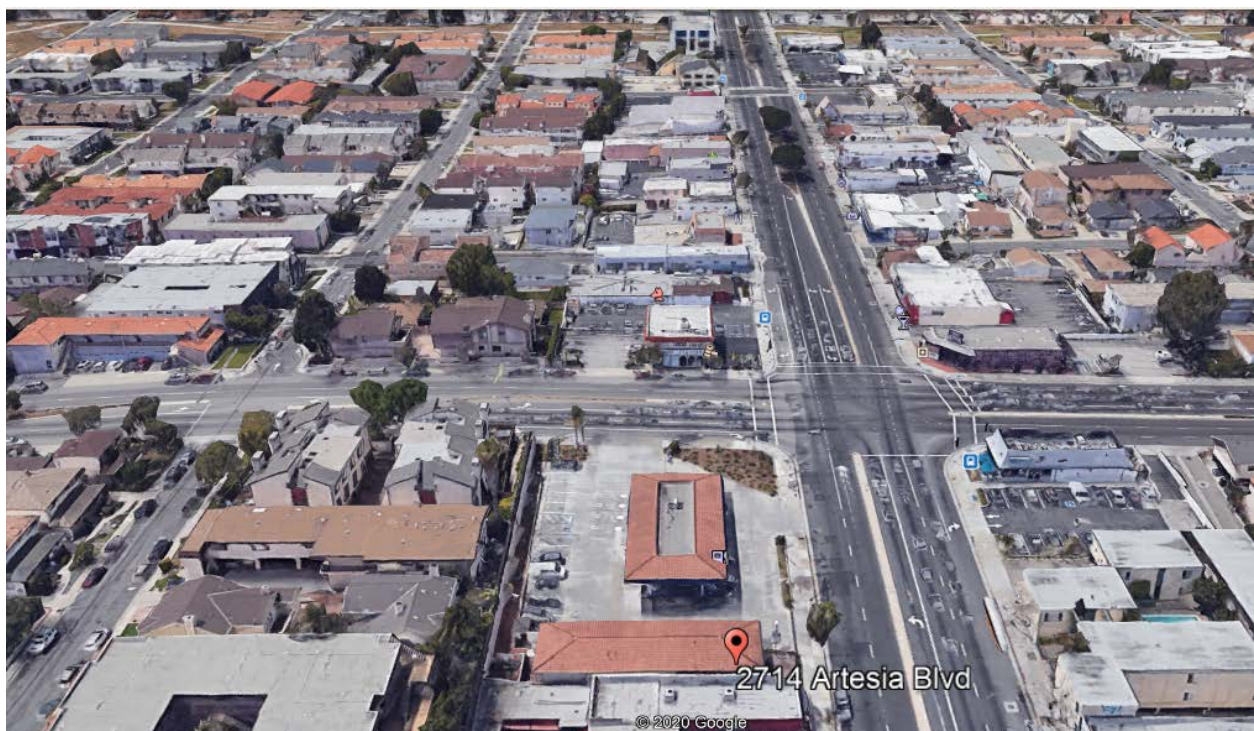


## IWATANI – REDONDO BEACH, CA - 2714 Artesia Blvd.

View of Property and South



View of Property and West





## IWATANI – REDONDO BEACH, CA - 2714 Artesia Blvd.

Photo Map:





# ENTITLEMENT DOCUMENTS

FOR  
IWATANI  
2714 ARTESIA BLVD  
REDONDO BEACH, CA 90278

## VICINITY MAP



## LEGAL DESCRIPTION

LOTS 4, 5, 6 AND 7 IN BLOCK 1 OF THE REDONDO VILLA TRACT, IN THE CITY OF REDONDO BEACH, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 10, PAGE(S) 82 AND 83 OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

EXCEPTING THE NORTHERLY 20 FEET THEREOF, MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT THE POINT OF INTERSECTION OF THE WESTERLY LINE OF SAID LOT 7 AND THE SOUTHERLY LINE OF THE NORTHERLY 20 FEET OF SAID LOTS 4, 5, 6 AND 7; THENCE EASTERLY ALONG SAID SOUTHERLY LINE NORTH 89° 53' 00" EAST 200.00 FEET TO A POINT ON THE EASTERLY LINE OF SAID LOT 4; SAID POINT BEARING SOUTH 0° 09' 20" EAST 20.00 FEET FROM THE NORTHEAST CORNER OF SAID LOT 4; THENCE SOUTHERLY ALONG THE EASTERLY LINE OF SAID LOT 4, SOUTH 0° 09' 20" EAST 129.98 FEET TO THE SOUTHEAST CORNER OF SAID LOT; THENCE WESTERLY ALONG THE SOUTHERLY LINE OF SAID LOTS 4, 5, 6 AND 7, SOUTH 89° 53' 00" WEST 200.00 FEET TO THE SOUTHWEST CORNER OS SAID LOT 7; THENCE NORTHERLY ALONG THE WESTERLY LINE OF SAID LOT 7, NORTH 0° 09' 20" WEST 129.98 FEET TO THE POINT OF BEGINNING.

## BASIS OF BEARINGS

GRID NORTH AS DEFINED CALIFORNIA STATE PLANE COORDINATE SYSTEM, ZONE 5, NAD 83, EPOCH 2020.00

THE BEARING EQUATION FOR THIS PROJECT WOULD BE THE CENTERLINE ARTESIA BOULEVARD, HAVING A BEARING OF SOUTH 89°53'18" EAST, ALSO BEING NORTH 89°53' EAST AS SHOWN IN BOOK 10, PAGE 82-83 OF MAPS, IN THE OFFICE OF THE RECORDER, LOS ANGELES COUNTY, CALIFORNIA.

## BENCHMARK

LOS ANGELES COUNTY PUBLIC WORKS VERTICAL CONTROL POINT

BM NUMBER - QY12123

ELEVATION - 119.75 (US SURVEY FEET)  
36.500 (METERS)

L&DPW TAG IN S CB 300MM(1FT) E/O OF THE ECR @ SE COR ARTESIA BL & INGELWOOD AV.

## FLOOD STATEMENT

THE SUBJECT PROPERTY IS LOCATED WITHIN A ZONE "X" DESIGNATION PER FLOOD INSURANCE RATE MAP NO. 06037C1930F WITH AN EFFECTIVE DATE OF SEPTEMBER 26, 2008. AREAS DETERMINED TO BE OUTSIDE THE 0.2% ANNUAL CHANCE FLOODPLAIN.

## BUSINESS HOURS

THE BUSINESS OPERATES DURING THE FOLLOWING TIMES:

- CONVENIENCE STORE: 24 HOURS
- SERVICE STATION: 8:00AM-8:00PM
- GASOLINE/HYDROGEN DISPENSERS: 24 HOURS

## EASEMENT NOTES

COVENANTS, CONDITIONS, RESTRICTIONS AND EASEMENTS IN THE DOCUMENT RECORDED IN BOOK 2632 OF DEEDS, PAGE 199, BUT DELETING ANY COVENANT, CONDITION OR RESTRICTION INDICATING A PREFERENCE, LIMITATION OR DISCRIMINATION BASED ON RACE, COLOR, RELIGION, SEX, HANDICAP, FAMILIAL STATUS, NATIONAL ORIGIN, SEXUAL ORIENTATION, MARITAL STATUS, ANCESTRY, SOURCE OF INCOME OR DISABILITY, TO THE EXTENT SUCH COVENANTS, CONDITIONS OR RESTRICTIONS VIOLATE TITLE 42, SECTION 3604(C), OF THE UNITED STATES CODES OR SECTION 12865 OF THE CALIFORNIA GOVERNMENT CODE. LAWFUL RESTRICTIONS UNDER STATE AND FEDERAL LAW ON THE AGE OF OCCUPANTS IN SENIOR HOUSING OR HOUSING FOR OLDER PERSONS SHALL NOT BE CONSTRUED AS RESTRICTIONS BASED ON FAMILIAL STATUS.

A WAIVER OF ANY CLAIMS FOR DAMAGES BY REASON OF THE LOCATION, CONSTRUCTION, LANDSCAPING OR MAINTENANCE OF A CONTIGUOUS FREEWAY, HIGHWAY OR ROADWAY, AS CONTAINED IN THE DOCUMENT RECORDED AS BOOK 38785, PAGE 353 OF OFFICIAL RECORDS.

(AFFECTS LOT 4) (PLOTTED ON MAPSHEET)

A WAIVER OF ANY CLAIMS FOR DAMAGES BY REASON OF THE LOCATION, CONSTRUCTION, LANDSCAPING OR MAINTENANCE OF A CONTIGUOUS FREEWAY, HIGHWAY OR ROADWAY, AS CONTAINED IN THE DOCUMENT RECORDED AS BOOK 38470, PAGE 231 OF OFFICIAL RECORDS.

(AFFECTS - PLOTTED ON MAPSHEET)

A WAIVER OF ANY CLAIMS FOR DAMAGES BY REASON OF THE LOCATION, CONSTRUCTION, LANDSCAPING OR MAINTENANCE OF A CONTIGUOUS FREEWAY, HIGHWAY OR ROADWAY, AS CONTAINED IN THE DOCUMENT RECORDED AS BOOK 38693, PAGE 172 OF OFFICIAL RECORDS.

(AFFECTS LOT 7) (AFFECTS - PLOTTED ON MAPSHEET)

AN EASEMENT FOR STREET, ALLEY AND INCIDENTAL PURPOSES IN THE DOCUMENT RECORDED NOVEMBER 21, 1969 AS INSTRUMENT NO. 3046 OF OFFICIAL RECORDS.

(AFFECTS LOT 7) (AFFECTS - PLOTTED ON MAPSHEET)

AN OFFER OF DEDICATION FOR PUBLIC STREET, ROAD AND HIGHWAY AND INCIDENTAL PURPOSES, RECORDED NOVEMBER 29, 1989 AS INSTRUMENT NO. 89-1908378 OF OFFICIAL RECORDS.

TO: CITY OF REDONDO BEACH AND ITS SUCCESSOR AND ASSIGN

(AFFECTS LOT 7) (AFFECTS - PLOTTED ON MAPSHEET)

SURVEY PREPARED BY HAYES & ASSOCIATES, INC., DATED SEPTEMBER 08, 1992, UNDER JOB NO. 11-P&P, SHOWS THE FOLLOWING:

a. AN ENCROACHMENT ONTO SAID LAND OF THE NORTH FACE OF A 3 FOOT HIGH CONCRETE BLOCK WALL ONTO THE SOUTHWEST CORNER OF SITE FROM PROPERTY ADJACENT ON THE SOUTH.

b. AN ENCROACHMENT OF A CONCRETE PLANTER CURB LOCATED ON THE NORTHWEST CORNER OF SITE ONTO PROPERTY LOCATED ADJACENT ON THE NORTH.

c. AN ENCROACHMENT OF PLANTERS, CONCRETE CURB, AND A CONCRETE BLOCK RETAINING WALL LOCATED ON SAID LAND ONTO THE OFFER TO DEDICATE SHOWN AS ITEM NO. 11.

d. ANY EASEMENT OR LESSOR RIGHTS FOR THE PHONE STAND LOCATED ON SAID LAND, AS DISCLOSED BY PRIOR TITLE EVIDENCE. (NO OPINION TO OFFER, NO DOCUMENTS WERE PROVIDED)

THE TERMS AND PROVISIONS CONTAINED IN THE DOCUMENT ENTITLED "RESOLUTION NO. R3496" RECORDED SEPTEMBER 24, 2001 AS INSTRUMENT NO. 01-1806298 OF OFFICIAL RECORDS. (UNABLE TO DETERMINE WITH PROVIDED DOCUMENTS)

WATER RIGHTS, CLAIMS OR TITLE TO WATER, WHETHER OR NOT SHOWN BY THE PUBLIC RECORDS.

## PROJECT TEAM

PROJECT OWNER/DEVELOPER:  
MICHAEL HOBAN, P.E.  
IWATANI CORPORATION OF AMERICA  
(669) 236-4450  
3945 FREEDOM CIRCLE, STE. 770  
SANTA CLARA, CA 95054

AGENT:  
PATRICK O. FIEDLER, P.E.  
FIEDLER GROUP  
(213) 381-7891  
299 N. EUCLID AVE., STE. 550  
PASADENA, CA 91101

CIVIL ENGINEER:  
PATRICK O. FIEDLER, P.E.  
FIEDLER GROUP  
(213) 381-7891  
299 N. EUCLID AVE., STE. 550  
PASADENA, CA 91101

LAND SURVEYOR:  
TRENT J. KEENAN, P.L.S.  
SALEM ENGINEERING GROUP, INC.  
(909) 980-6455  
8711 MONROE CT, STE. A  
RANCHO CUCAMONGA, CA 91730

## SITE INFORMATION

SITE:  
LOT SIZE: 25,952 SQ. FT. 0.60 ACRE  
APPROXIMATE AREA OF DISTURBANCE: 4,963 SQ. FT. ± 0.11 ACRE  
ASSESSORS PARCEL #: 4082-011-028  
PROPERTY ADDRESS: 2714 ARTESIA BLVD., REDONDO BEACH, CA 90278  
ZONING: C-2 - COMMERCIAL

STRUCTURES:  
(E) C-STORE 853 SQ. FT. ± 3.3 %  
(E) 4 LUBE BAYS 1,563 SQ. FT. ± 6.0 %  
(E) CANOPY 3,971 SQ. FT. ± 15.3 %  
(N) EQUIPMENT ENCLOSURE 1,388 SQ. FT. 5.3 %

PARKING DATA:  
USE: AUTOMOBILE REPAIR GARAGES AND SERVICE STATIONS

REQUIRED (1 SPACE PER 250 SQ. FT. OF G.F.A.): 10 SPACES OR  
REQUIRED (3 SPACES PER SERVICE BAY ): 12 SPACES  
TOTAL REQUIRED: 12 SPACES  
PROVIDED STRIPED: 7 SPACES  
PROVIDED UNDER FUELING CANOPY/AWNING: 14 SPACES

## SCOPE OF WORK

PROJECT SCOPE IS TO INSTALL HYDROGEN FUELING EQUIPMENT AT THE EXISTING GAS STATION LOCATED AT:

2714 ARTESIA BLVD, REDONDO BEACH, CA 90278

INSTALLATION OF HYDROGEN FUELING EQUIPMENT CONSISTS OF, BUT IS NOT LIMITED TO:

1. NEW 1,388 SQUARE FOOT ENCLOSED EQUIPMENT ENCLOSURE THAT HOLDS STORAGE AND COMPRESSION EQUIPMENT.
2. NEW 21'-2" HIGH HYDROGEN FUELING CANOPY OVER (2) HYDROGEN DISPENSERS.
3. NEW INTERCONNECTING MECHANICAL PIPING & ELECTRICAL CONDUITS
4. NEW SAFETY SYSTEMS, SIGNAGE, AND OTHER MINOR SITE IMPROVEMENT

## SHEET INDEX

SHEET NO.	SHEET TITLE
	GENERAL / CIVIL
C0.0	TITLE SHEET
C0.1	A.L.T.A./A.C.S.M. LAND TITLE SURVEY
C1.0	SITE PLAN
C2.0	EQUIPMENT ENCLOSURE PLAN
C2.1	EQUIPMENT ENCLOSURE ELEVATIONS
C2.2	EQUIPMENT ENCLOSURE ELEVATIONS
C3.0	PRELIMINARY GRADING PLAN
	AWNING
A1.0	AWNING PLAN & ELEVATIONS
A1.1	PERSPECTIVES

Iwatani Group  
Iwatani Corporation of America

fiedlergroup  
Design & Engineering

299 N. Euclid Ave., Ste 550  
Pasadena, CA 91101

(213) 381-7891  
fiedlergroup.com

811 Know what's below.  
Call before you dig.  
CALL AT LEAST TWO DAYS  
BEFORE YOU DIG  
www.call811.com

NO.	DATE	REVISION DESCRIPTION
1	01/12/2021	GENERAL REVISIONS
2	03/19/2021	CITY COMMENTS

CONFIDENTIALITY STATEMENT:  
THIS DOCUMENT AND THE INFORMATION HEREIN RELATING TO FIEDLER GROUP AND ITS CLIENT HAS BEEN FURNISHED IN CONFIDENCE FOR THE PRIVATE USE OF AUTHORIZED PERSONNEL. NO PART HEREOF SHALL BE COPIED, REPRODUCED, DISTRIBUTED, DISCLOSED OR MADE AVAILABLE TO OTHERS OR USED TO ANY EXTENT EXCEPT AS EXPRESSLY AUTHORIZED IN WRITING BY FIEDLER GROUP. ANY PERSON, FIRM OR CORPORATION RECEIVING THIS DOCUMENT SHALL BE HELD TO THE FOREGOING RESTRICTIONS.

DEVELOPMENT INFORMATION:

IWATANI  
HYDROGEN  
FUELING STATION

SITE ADDRESS:

2714 ARTESIA BLVD  
@ INGLEWOOD AVE  
REDONDO BEACH, CA 90278

DESIGNED BY: DJK	FG PM: POF
CHECKED BY: JED	MEP PM: -
DRAWN BY: DJK	CONSULTANT PM: -
DATE: 07/15/2020	PROJECT NO.: 16425

DRAWING TITLE:

TITLE SHEET

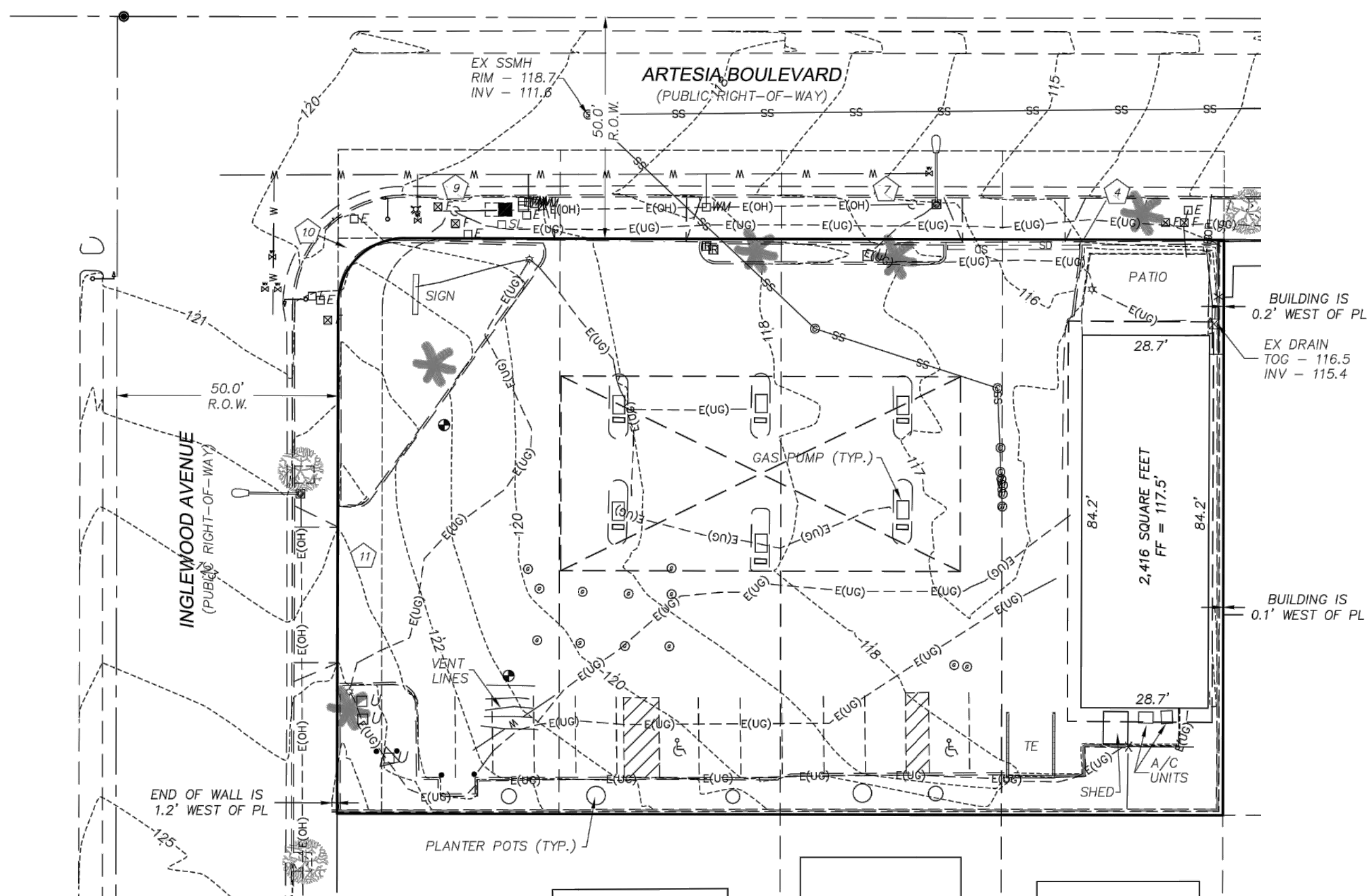
SHEET NO.:

C0.0



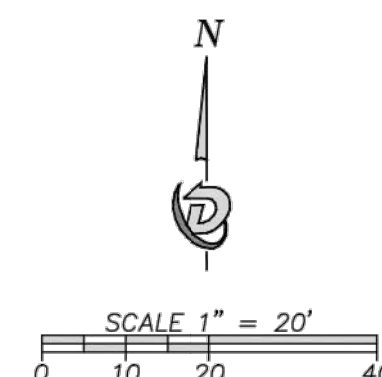
LOTS 4 THROUGH 7 IN BLOCK 1 OF THE REDONDO VILLA TRACT AS SHOWN IN BOOK 10, PAGES 82 AND 83 OF MAPS  
OFFICIAL RECORDS LOS ANGELES COUNTY, CALIFORNIA, LYING WITHIN THE NORTHWEST QUARTER (NW 1/4) OF  
NORTHWEST QUARTER (NW 1/4) SECTION 33, TOWNSHIP 3 SOUTH, RANGE 14 WEST, S.B.M., CITY OF REDONDO BEACH,  
LOS ANGELES COUNTY, CALIFORNIA

JUNE 2020



**LINE LOCATE NOTE**

SUB SURFACE INFORMATION PROVIDED, IF ANY, HAS BEEN SHOWN ON THIS SURVEY.  
NO REPRESENTATION IS MADE AS TO THE ACCURACY, CURRENCY OR COMPLETENESS OF SAID  
INFORMATION. VISIBLE AT GRADE UTILITIES HAVE BEEN LOCATED HEREON.  
LINE LOCATE SERVICES PROVIDED BY DIAMONDBACK LINE LOCATING SERVICES, LLC AND QUEST  
UTILITIES.



**LEGEND**

	CENTERLINE
	SUBJECT PROPERTY
	RIGHT-OF-WAY LINE
	ADJOINING PROPERTY
	EASEMENT LINE
	CONCRETE HATCH
	CONCRETE SIDEWALK
	CONCRETE CURB & GUTTER
	PARKING STRIPING
	CHAIN LINK FENCE
	SCREEN WALL
	CMU RETAINING WALL
	OVERHEAD ELECTRICAL
	UNDERGROUND ELECTRICAL
	GAS LINE
	FIBER OPTIC LINE
	CABLE TV LINE
	WATER LINE
	STORM DRAIN LINE
	SANITARY SEWER LINE
	CANOPY/OVERHANG
	BUILDING
	UTILITY POLE
	GUY WIRE ANCHOR
	ELECTRICAL METER
	ELECTRICAL VAULT
	ELECTRICAL MANHOLE
	ELECTRICAL PULLBOX
	ELECTRICAL BOX
	ELECTRICAL TRANSFORMER
	CABLE TELEVISION PULLBOX
	TRAFFIC SIGNAL LIGHT
	TRAFFIC SIGNAL PULLBOX
	STREET LIGHT PULLBOX
	STREET LIGHT
	AREA LIGHT
	NATURAL GAS VALVE
	GAS MANHOLE
	FIBER OPTIC MANHOLE
	FIBER OPTIC PULLBOX
	SANITARY SEWER MANHOLE
	SANITARY SEWER CLEAN OUT
	GREASE TRAP/INTERCEPTOR MANHOLE
	WATER METER
	WATER BOX
	IRRIGATION CONTROL BOX
	FIRE HYDRANT
	WATER VALVE
	STORM DRAIN MANHOLE
	STORM DRAIN DROP INLET
	CATCH BASIN
	SIGN
	BOLLARD POST
	TREES
	TITLE REPORT EXCEPTION NUMBER
	PROPOSED SOIL BORING LOCATION
	FOUND MONUMENT AS NOTED
	TRASH ENCLOSURE

FOR INFORMATION ONLY  
& NOT TO SCALE

8711 MONROE CT, SUITE A  
RANCHO CUCAMONGA, CA 91730  
TEL 909.980.6455

6140 BRENT THURMAN WAY,  
SUITE 230  
LAS VEGAS, NEVADA 89148  
(702) 702.823.DBLS (f) 702.933.9030  
[www.diamondbacklandsurveying.com](http://www.diamondbacklandsurveying.com)

**Diamondback**  
*Land Surveying*

REV	DATE	
1.	7/1/2020	ADDRESSED COMMENT IN EMAIL REC'D 6/29/2020

LOTS 4 THROUGH 7 IN BLOCK 1 OF THE REDONDO VILLA TRACT AS SHOWN IN BOOK 10, PAGES 82 AND 83 OF MAPS OFFICIAL RECORDS LOS ANGELES COUNTY, CALIFORNIA, LYING WITHIN THE NORTHWEST QUARTER (NW 1/4) OF NORTHWEST QUARTER (NW 1/4) SECTION 33, TOWNSHIP 3 SOUTH, RANGE 14 WEST, S.B.M., CITY OF REDONDO BEACH, LOS ANGELES COUNTY, CALIFORNIA

ALTA/NSPS LAND TITLE SURVEY FOR  
FIEDLER GROUP  
2714 ARTESIA BOULEVARD, REDONDO BEACH, CA

DATE: 6/20/2020  
DRAWN BY: NRR  
CHECKED BY: TK  
JOB NO. 200449

**3**  
SHEET  
OF 3 SHEETS

[illegible]

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DEVELOPMENT INFORMATION:

IWATANI  
HYDROGEN  
FUELING STATION

SITE ADDRESS:

2714 ARTESIA BLVD  
@ INGLEWOOD AVE  
REDONDO BEACH, CA 90278

DESIGNED BY: RY	FG PM: KB
CHECKED BY: POF	MEP PM: -
DRAWN BY: RY	CONSULTANT PM: -
DATE: <b>07/15/2020</b>	PROJECT NO.: <b>16425</b>

**ALTA / NSPS  
LAND TITLE  
SURVEY**

SHEET NO.:

# CO.1





# EQUIPMENT

- ## KEY NOTES

**# NOTE**

- Iwatani Group**  
Iwatani Corporation of America



299 N. Euclid Ave., Ste 550  
Pasadena, CA 91101

(213) 381-7891  
fiedlergroup.com



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DEVELOPMENT INFORMATION
-------------------------

IWATANI  
HYDROGEN  
FUELING STATION

SITE ADDRESS:

2714 ARTESIA BLVD  
@ INGLEWOOD AVE  
REDONDO BEACH, CA 90278

DESIGNED BY: DJK	FG PM: POF
CHECKED BY: JGD	MEP PM:
DRAWN BY: DJK	CONSULTANT PM:
DATE: 07/15/2020	PROJECT NO.: 16425
DRAWING TITLE:	

## SITE PLAN

SHEET NO.:

# C1.0

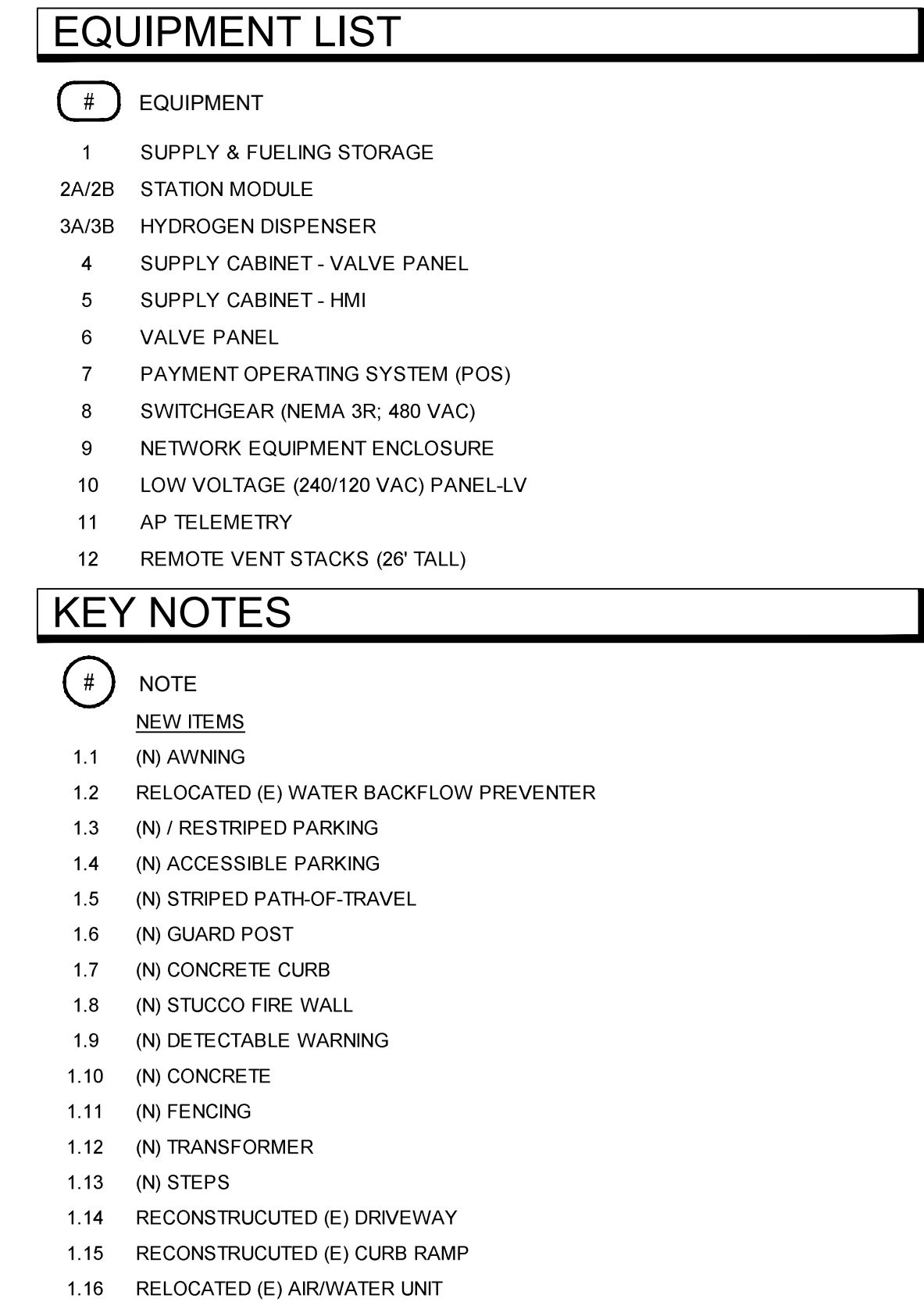
### LEGEND

- |  |                               |
|--|-------------------------------|
|  | EASEMENT NOTE. SEE SHEET C0.0 |
|  | PARKING COUNT                 |
|  | ACCESSIBLE ROUTE              |



GRAPHIC SCALE: 1" = 10'



[illegible]



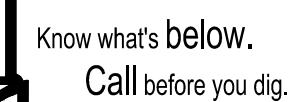
# EQUIPMENT

## FINISH SCHEDULE

#	NOTE	MATERIAL	COLOR	FINISH
A	EQUIPMENT ENCLOSURE WALL	STUCCO	DUSTY GREY	STUCCO
B	EQUIPMENT ENCLOSURE FENCE, POST & GATE	STEEL W/ ZINC COATING	DUSTY GREY	N/A
C	GUARD POST	CONC.	NATURAL GRAY	SEMI-GLOSS PAINT



(213) 381-7891  
fiedlergroup.com



CALL AT LEAST TWO DAYS  
BEFORE YOU DIG  
[www.call811.com](http://www.call811.com)

[illegible]

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	DEVELOPMENT INFORMATION
--	-------------------------

IWATANI  
HYDROGEN  
FUELING STATION

SITE ADDRESS

2714 ARTESIA BLVD  
@ INGLEWOOD AVE  
REDONDO BEACH, CA 90278

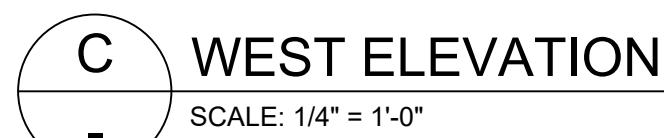
DESIGNED BY: TH	FG PM: AM
CHECKED BY: AM	MEP PM:
DRAWN BY: TH	CONSULTANT PM:
DATE: <b>07/15/2020</b>	PROJECT NO.: <b>16425</b>

EQUIPMENT  
ENCLOSURE  
ELEVATIONS

SHEET NO.:

## C2.1





1	SUPPLY & FUELING STORAGE
2A/2B	STATION MODULE
3A/3B	HYDROGEN DISPENSER
4	SUPPLY CABINET - VALVE PANEL
5	SUPPLY CABINET - HMI
6	VALVE PANEL
7	PAYMENT OPERATING SYSTEM (POS)
8	SWITCHGEAR (NEMA 3R; 480 VAC)
9	NETWORK EQUIPMENT ENCLOSURE
10	LOW VOLTAGE (240/120 VAC) PANEL-LV
11	AP TELEMETRY
12	REMOTE VENT STACKS (26' TALL)

#	NOTE	MATERIAL	COLOR	FINISH
A	EQUIPMENT ENCLOSURE WALL	STUCCO	DUSTY GREY	STUCCO
B	EQUIPMENT ENCLOSURE FENCE, POST & GATE	STEEL W/ ZINC COATING	DUSTY GREY	N/A
C	GUARD POST	CONC.	NATURAL GRAY	SEMI-GLOSS PAINT

[illegible]

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DEVELOPMENT INFORMATION:

IWATANI  
 HYDROGEN  
 FUELING STATION

SITE ADDRESS:

2714 ARTESIA BLVD  
@ INGLEWOOD AVE  
REDONDO BEACH, CA 90278

DESIGNED BY: TH	FG PM: AM
CHECKED BY: AM	MEP PM:
DRAWN BY: TH	CONSULTANT PM:
DATE:	PROJECT NO.:

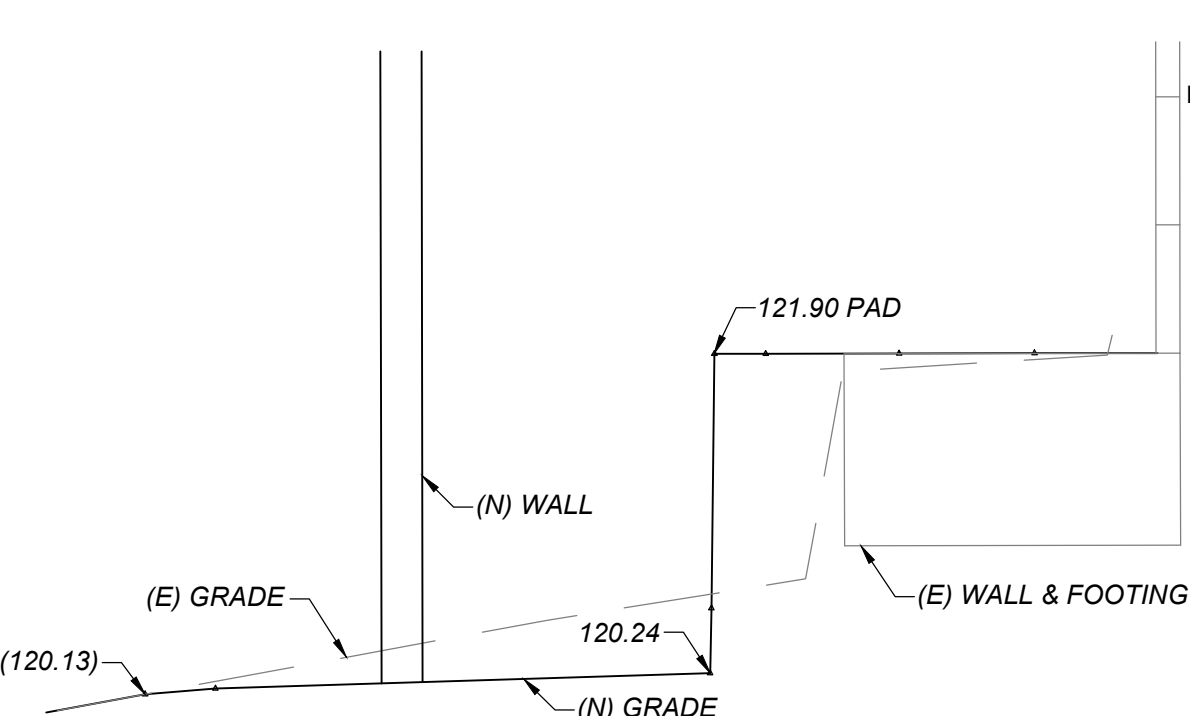
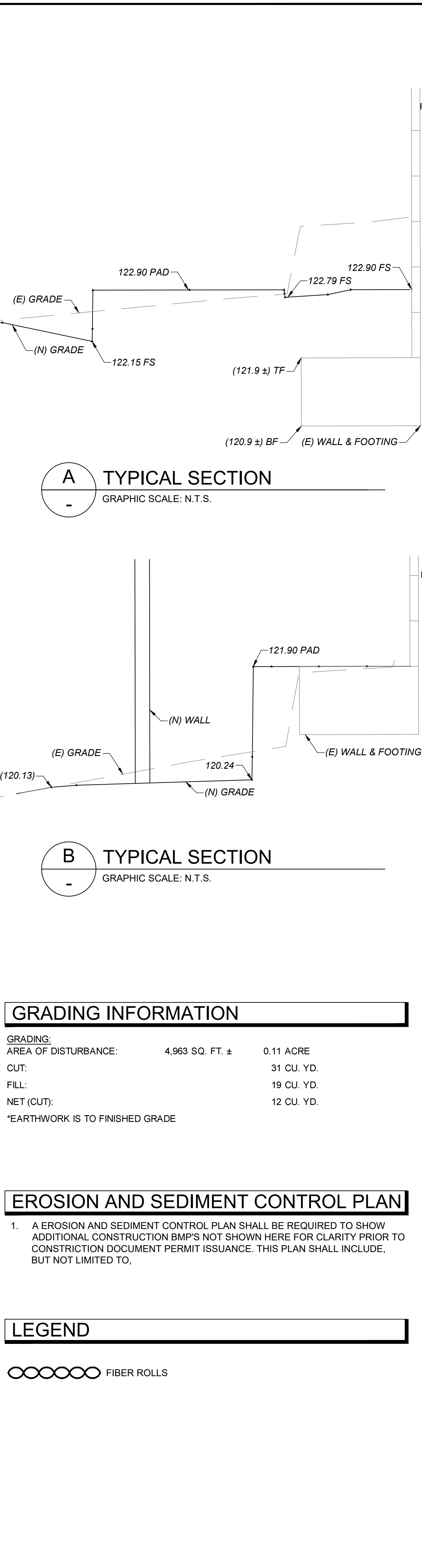
07/15/2020	16425
DRAWING TITLE:	

EQUIPMENT  
ENCLOSURE  
ELEVATIONS

SHEET NO.:

## C2.2





**B** TYPICAL SECTION  
GRAPHIC SCALE: N.T.S.

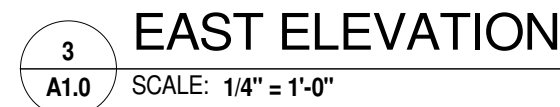
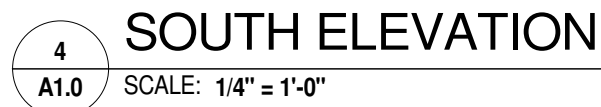
<u>GRADING:</u>		
AREA OF DISTURBANCE:	4,963 SQ. FT. ±	0.11 ACRE
CUT:		31 CU. YD.
FILL:		19 CU. YD.
NET (CUT):		12 CU. YD.
*EARTHWORK IS TO FINISHED GRADE		

1. A EROSION AND SEDIMENT CONTROL PLAN SHALL BE REQUIRED TO SHOW ADDITIONAL CONSTRUCTION BMP'S NOT SHOWN HERE FOR CLARITY PRIOR TO CONSTRUCTION DOCUMENT PERMIT ISSUANCE. THIS PLAN SHALL INCLUDE, BUT NOT LIMITED TO,


 FIBER ROLLS


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<p>DEVELOPMENT INFORMATION:</p> <p style="text-align: center;"><b>IWATANI</b> <b>HYDROGEN</b> <b>FUELING STATION</b></p>	
<p>SITE ADDRESS:</p> <p style="text-align: center;"><b>2714 ARTESIA BLVD</b> <b>@ INGLEWOOD AVE</b> <b>REDONDO BEACH, CA 90278</b></p>	
DESIGNED BY: DJK	FG PM: POF
CHECKED BY: JDD	MEP PM:
DRAWN BY: DJK	CONSULTANT PM:
DATE: <b>07/15/2020</b>	PROJECT NO.: <b>16425</b>
<p>DRAWING TITLE:</p> <p style="text-align: center;"><b>PRELIMINARY</b> <b>GRADING</b> <b>PLAN</b></p>	
<p>SHEET NO.:</p> <p style="text-align: center;"><b>C3.0</b></p>	






### COLOR LEGEND

 C-1    COLOR 1  
NAME: EVERGREEN  
STYLE:

 C-2    COLOR 2  
NAME: CF10101  
STYLE: RED

 C-3    COLOR 3  
NAME: WHITE  
STYLE:

## MATERIAL LEGEND

	<p><b>ACM-1</b>    <b>COLOR: 3 (WHITE)</b>  <b>NAME: ALUMINUM METAL PANEL</b>  <b>STYLE: SEMI-GLOSS FINISH</b></p>
	<p><b>HSS-1</b>    <b>COLOR: SEE ELEVATIONS</b>  <b>NAME: HOLLOW STEEL STRUCTURE</b>  <b>STYLE: ROUND (10" Ø, 12" Ø, 16" Ø)</b></p>

[illegible]

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## DEVELOPMENT INFORMATION:

IWATANI

FUTURITY HYDROGEN  
DISPENSER AWNING

SITE ADDRESS:

2714 ARTESIA BLVD

@ INGLEWOOD AVE  
REDONDO BEACH, CA 90278

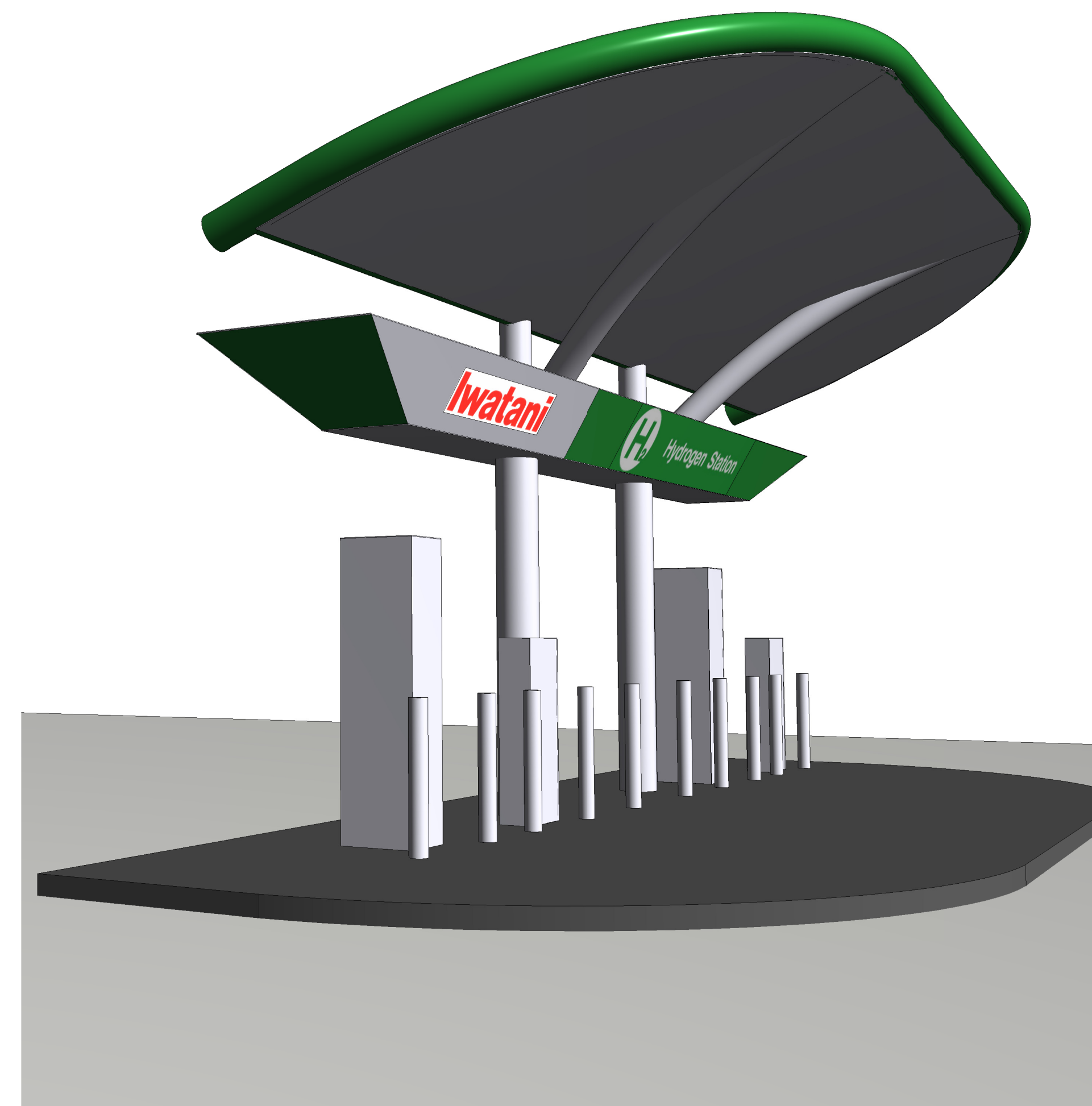
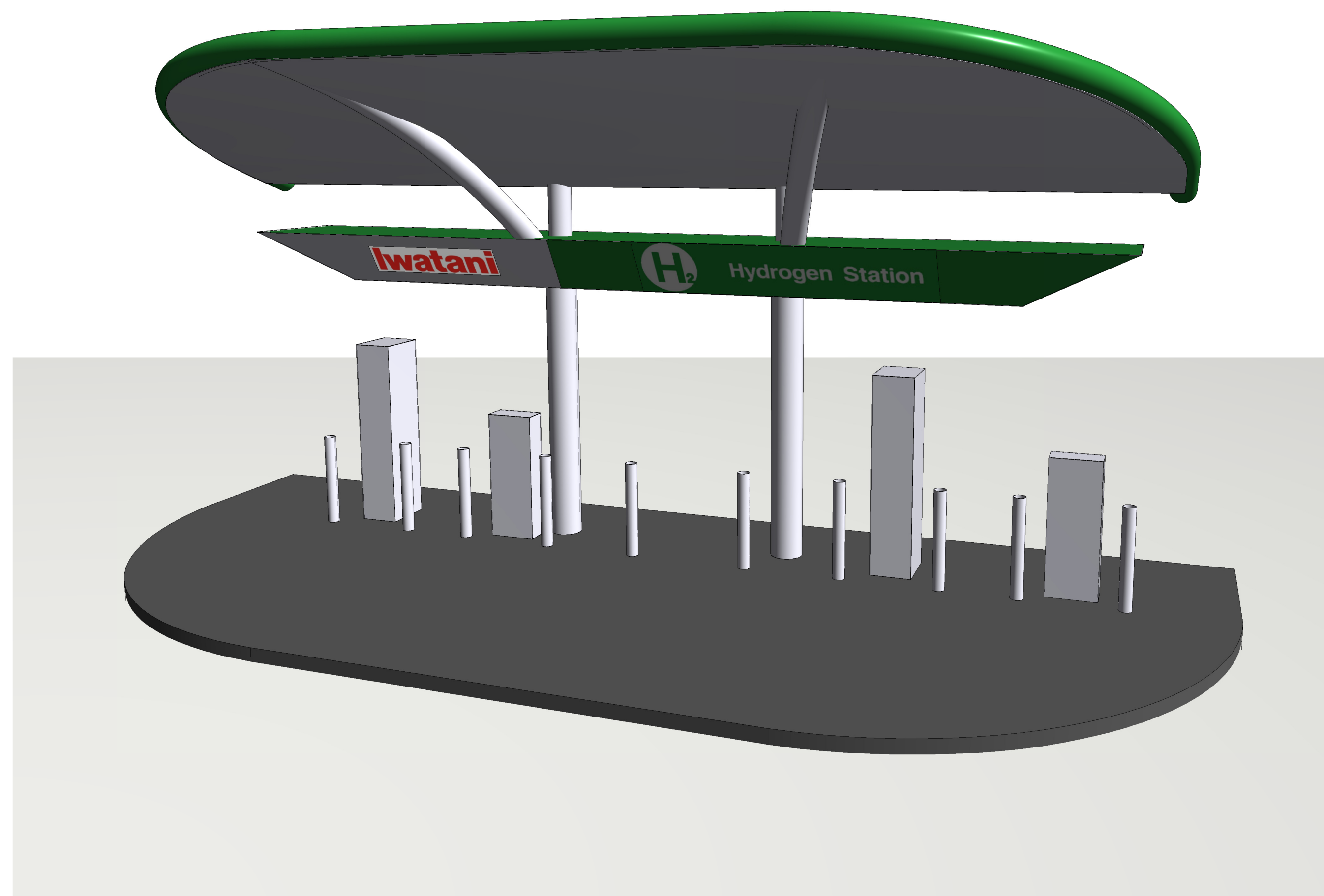
DESIGNED BY:	JC	FG PM:
CHECKED BY:	PF	MEP PM:
DRAWN BY:	JC	CONSULTANT PM:
DATE:	PROJECT NO.	
08/28/2020	16425	

DRAWING TITLE:

## PLANS & ELEVATIONS

SHEET No.: \_\_\_\_\_

# A1.0





March 15, 2021

Mr. Patrick Fiedler  
FIEDLER GROUP  
299 North Euclid Avenue, Suite 550  
Pasadena, CA 91101

**Subject: Futurity Iwatani Hydrogen Fueling Project Parking Analysis, City of Redondo Beach, CA**

Dear Mr. Fiedler:

RK ENGINEERING GROUP, INC. (RK) is pleased to provide this on-site parking analysis for the proposed Futurity Iwatani Hydrogen Fueling Project located on the southeast corner of the Inglewood Avenue / Artesia Boulevard intersection in the City of Redondo Beach.

The proposed project consists of modifying the existing Mobil gas station and convenience store site to add hydrogen fueling stations.

With the addition of the hydrogen fueling stations, some of the on-site parking spaces will be displaced and lost.

This parking analysis has been prepared to determine if adequate on-site parking will be provided to serve the existing and proposed uses on the project site after implementation of the proposed project.

**Existing & Proposed Site Conditions**

The Site currently contains the following existing uses and elements:

- 838 square feet of Convenience Store;
- 6 dual-sided gasoline pumps (12 fueling positions);
- 13 On-Site Parking Spaces; and

- Automotive repair shop.

After implementation of the proposed project, the site will contain the following uses and elements:

- 838 square feet of Convenience Store (no change);
- 6 dual-sided gasoline pumps (12 fueling positions) (no change);
- 6 On-Site Parking Spaces (elimination of 7 existing spaces);
- Automotive repair shop (no change); and
- Addition of hydrogen fueling with 2 fueling hoses)

Exhibit A shows the site location. Exhibit B shows the proposed site plan.

Implementation of the proposed project is not expected to result in changes to the activities of convenience store and other on-site uses. Hence, after implementation of the proposed project, the on-site parking demand is expected to be the same as existing conditions.

### **Existing On-Site Parking Demand**

As previously noted, implementation of the proposed project is not expected to result in changes to the activities of convenience store and other on-site uses. Hence, after implementation of the proposed project, the on-site parking demand is expected to be the same as existing conditions.

To determine the existing on-site parking demand for the site, RK has collected data on the existing parking activities.

To establish a comprehensive database for both weekday and weekend conditions, parking activities were observed during the following days:

- Thursday November 19, 2020;
- Friday November 20, 2020;
- Saturday November 21, 2020; and
- Sunday November 22, 2020.

The study and counts were taken during coronavirus restrictions and the data collected/gas station usage may potentially be affected by the restrictions.

Based on discussions with the project applicant:

- The site traffic and activities during the month of November and days of observation can be considered typical for the site; and
- The peak operating time period for the site is considered to be 2:00 PM to 5:00 PM.

Hence to capture the peak site operations, RK conducted the parking count and observations during the above listed days from 1:30 PM to 5:30 PM. The observations were conducted and recorded in 5-minute intervals.

To document detailed on-site parking activities and determine the parking demand associated with each element of the site, the observations were recorded to document parking demand for various users and activities. The observed activities were identified and documented for each of the following categories in five-minute intervals:

1. Parking demand associated with site employees (this parking demand is considered to be associated with the site land uses and needs to be accommodated by designated parking spaces);

2. Parking demand associated with patrons that parked in a designated parking space and only visited the convenience store or other site services (this parking demand is considered to be associated with the site land uses and needs to be accommodated by designated parking spaces);
3. Parking demand associated with vehicles parked off-site or near the site and used the site services (this parking demand is considered to be associated with the site land uses and needs to be accommodated by designated parking spaces);
4. Parking demand associated with vehicles utilizing the auto repair shop and parking in front of the repair bays/garage (this parking demand is considered to be associated with the site land uses but does not require designated parking spaces as the vehicles stayed in front of the auto repair bays);
5. Number of vehicles associated with patrons that only parked at the fueling stations for the sole purpose of purchasing fuel (this parking demand is considered to be associated with the site land uses but does not require designated parking spaces as the vehicles stayed at the pumps);
6. Number of vehicles associated with patrons that parked at the fueling stations to purchase fuel and then visited the convenience store as their vehicle remained at the pump (this parking demand is considered to be associated with the site land uses but does not require designated parking spaces as the vehicles stayed at the pumps); and
7. Parking demand associated with vehicles either parked in a designated space or in undesignated areas but did not utilize any of the site services. These could be drivers of rideshare services using the site to wait for their next ride assignment, drivers pulling over to use their cell phone in a safe area, etc. (this parking demand is not considered to be associated with the site land uses and should not require designated parking spaces as they are related to activities not associated with the site and its uses).

The Table below summarizes the user types based on the observations:

User Category	Observed Activity	Activity Associated with Site Services?	Requires Designated Parking Space?
1.	Employee Parking	Yes	Yes
2.	Convenience Store & Other Related Services Only Users Parked <u>On</u> -Site	Yes	Yes
3.	Convenience Store & Other Related Services Only Users Parked <u>Off</u> -Site	Yes	Yes
4.	Parked at Auto Repair Bay	Yes	No
5.	Fuel Pump Only Users Parked at the Pumps	Yes	No
6.	Fuel Pump then Convenience Store & Other Related Services Parked at the Pumps	Yes	No
7.	Non-Site Related Activities & Vehicles	No	No

Detailed parking demand observation count and activity data is contained in Appendix A.

Thursday Site-Related Parking Demand Requiring Designated Parking Spaces

Table 1 shows the observed parking demand and activities by user type for Thursday November 19, 2020.

As shown in Table 1, during the observation time period on Thursday November 19, 2020, the site-related activities that require a designed parking space (user categories 1, 2, and 3) had a maximum parking demand of five (5) parking spaces.

As also shown in Table 1, during the observation time period on Thursday November 19, 2020, a maximum of six (6) vehicles were parked at the pumps, leaving six (6) fueling positions open at any given time.

Friday Site-Related Parking Demand Requiring Designated Parking Spaces

Table 2 shows the observed parking demand and activities by user type for Friday November 20, 2020.

As shown in Table 2, during the observation time period on Friday November 20, 2020, the site-related activities that require a designed parking space (user categories 1, 2, and 3) had a maximum parking demand of six (6) parking spaces.

As also shown in Table 2, during the observation time period on Friday November 20, 2020, a maximum of six (6) vehicles were parked at the pumps, leaving six (6) fueling positions open at any given time.

Saturday Site-Related Parking Demand Requiring Designated Parking Spaces

Table 3 shows the observed parking demand and activities by user type for Saturday November 21, 2020.

As shown in Table 3, during the observation time period on Saturday November 21, 2020, the site-related activities that require a designed parking space (user categories 1, 2, and 3) had a maximum parking demand of three (3) parking spaces.

As also shown in Table 3, during the observation time period on Saturday November 21, 2020, a maximum of six (6) vehicles were parked at the pumps, leaving six (6) fueling positions open at any given time.

Sunday Site-Related Parking Demand Requiring Designated Parking Spaces

Table 4 shows the observed parking demand and activities by user type for Sunday November 22, 2020.

As shown in Table 4, during the observation time period on Sunday November 22, 2020, the site-related activities that require a designed parking space (user categories 1, 2, and 3) had a maximum parking demand of two (2) parking spaces.

As also shown in Table 3, during the observation time period on Sunday November 22, 2020, a maximum of six (6) vehicles were parked at the pumps, leaving six (6) fueling positions open at any given time.

### **Forecast Parking Demand After Implementation of Proposed Project**

As previously noted, after implementation of the proposed project, the site will contain the following uses and elements:

- 838 square feet of Convenience Store (no change);
- 6 dual-sided gasoline pumps (12 fueling positions) (no change);
- 6 On-Site Parking Spaces (elimination of 7 existing spaces);
- Automotive repair shop (no change); and
- Addition of hydrogen fueling with 2 fueling hoses.

Implementation of the proposed project is not expected to result in changes to the activities of convenience store and other on-site uses. Hence, after implementation of the proposed project, the on-site parking demand is expected to be the same as existing conditions.

Based on the observed parking demand count and activities, under existing conditions, the site-related activities that require a designed parking space (user categories 1, 2, and 3) never exceeded a parking demand of six (6) parking spaces.

It should be noted, based on the observed parking demand count and activities, during the observation time periods on any of the count days, no more than a maximum of six (6) vehicles were parked at the pumps, leaving six (6) fueling positions open at any given time of any observation period and day to be used for vehicles needing to park on the site.



***Hence, based on this analysis, the proposed six (6) on-site parking spaces are forecast to be adequate to serve the site after implementation of the proposed project.***

***It is recommended to maintain adequate parking capacity for the site users, the site operator and management actively observe and eliminate activities from non-site related users and prohibit them from parking and staying on the project site.***

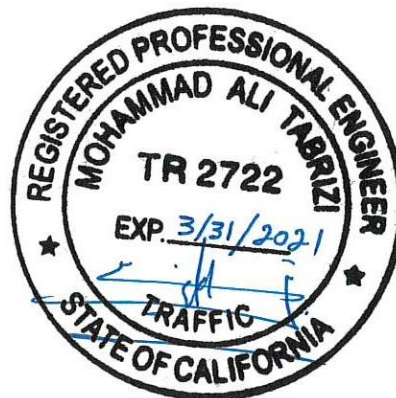
RK appreciates the opportunity to assist on this project. If you have any questions regarding this analysis and report, please call me at (949) 474-0809.

Respectfully submitted,  
RK ENGINEERING GROUP, INC.



Alex Tabrizi, PE, TE  
Principal

Attachment

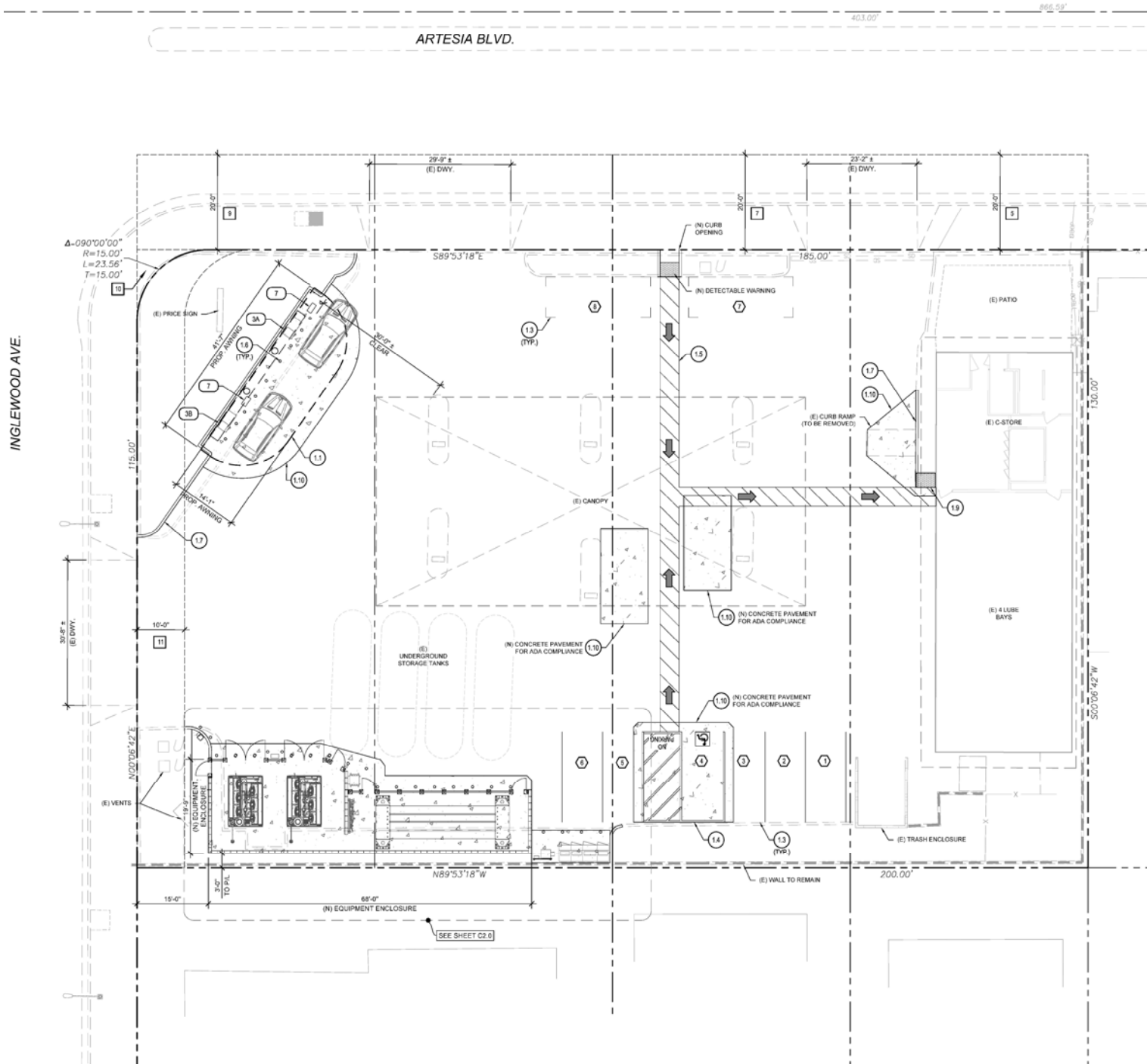




**Legend:**

— = Project Site Boundary





**Table 1**  
**Redondo Beach Mobil Gas Station Observed Parking Activities**  
**Thursday November 19, 2020**

*blank cells represent zero (0) observed parking demand*

Time	Number of Parking Spaces Currently Provided	Number of Fueling Pump Spaces Currently Provided (6 Double-Sided Fueling Pumps)	Parking Space Use Associated with Gas Station & Convenience Store Use				Vehicle Repair Garage Use & Vehicles Parked in Front of the Garage <sup>3</sup>	Fueling Pump Parking Use Associated with Land Use			Unknown/Other <sup>6</sup>	Total
			Employee	Convenience Store Users Only <sup>1</sup>	Off-site Parking <sup>2</sup>	Total		Fueling Station Users Only <sup>4</sup>	Fueling Station and Convenience Store Users <sup>5</sup>	Total		
1:30 PM	13	12	3			3		1	3	4	5	12
1:35 PM	13	12	3			3	1	1		1	5	10
1:40 PM	13	12	3	1		4	1			0	5	10
1:45 PM	13	12	3	1		4	2	2		2	5	13
1:50 PM	13	12	3			3	2		1	1	5	11
1:55 PM	13	12	3			3	2		2	2	5	12
2:00 PM	13	12	3			3	2			0	5	10
2:05 PM	13	12	3			3				0	5	8
2:10 PM	13	12	3			3		1	1	2	5	10
2:15 PM	13	12	3			3	1	1	1	2	5	11
2:20 PM	13	12	3			3	1	2		2	5	11
2:25 PM	13	12	3			3	1	2		2	5	11
2:30 PM	13	12	3			3	2			0	5	10
2:35 PM	13	12	3			3	1	1	1	2	5	11
2:40 PM	13	12	3			3	1		2	2	5	11
2:45 PM	13	12	3			3	1	2		2	5	11
2:50 PM	13	12	3			3	1			0	5	9
2:55 PM	13	12	3			3	1	2		2	5	11
3:00 PM	13	12	3	1		4	1		3	3	4	12
3:05 PM	13	12	3			3	1		1	1	4	9
3:10 PM	13	12	3	1		4	2	1		1	4	11
3:15 PM	13	12	3	1		4	2	2	1	3	4	13
3:20 PM	13	12	4			4		1	1	2	4	10
3:25 PM	13	12	4	1		5	1			0	4	10
3:30 PM	13	12	4			4		2	1	3	4	11
3:35 PM	13	12	4			4		2	1	3	4	11
3:40 PM	13	12	4	1		5		1		1	4	10
3:45 PM	13	12	4			4				0	4	8
3:50 PM	13	12	4			4		2	1	3	4	11
3:55 PM	13	12	4			4				0	4	8
4:00 PM	13	12	4			4		1		1	5	10
4:05 PM	13	12	4	1		5	1		1	1	5	12
4:10 PM	13	12	4			4	1		3	3	6	14
4:15 PM	13	12	4			4	1		2	2	4	11
4:20 PM	13	12	3	1		4				0	4	8
4:25 PM	13	12	3	1		4			1	1	4	9
4:30 PM	13	12	3	1		4	1	2	2	4	4	13
4:35 PM	13	12	3	1		4	1	1	1	2	4	11
4:40 PM	13	12	2	1		3		1	1	2	4	9
4:45 PM	13	12	2	1		3		2		2	4	9
4:50 PM	13	12	2	1		3		4	2	6	4	13
4:55 PM	13	12	1	1		2		2	3	5	4	11
5:00 PM	13	12	1	1		2			1	1	4	7
5:05 PM	13	12	1	2		3			1	1	4	8
5:10 PM	13	12	1	2		3		1		1	4	8
5:15 PM	13	12	1	1		2				0	4	6
5:20 PM	13	12	1	1		2				0	4	6
5:25 PM	13	12	1	1		2		1	1	2	4	8
5:30 PM	13	12	1	1		2			1	1	4	7
<b>Maximum</b>			4	2	0	5	2	4	3	6	6	14

<sup>1</sup> Parking associated with users that only parked at the designed stalls to use the convenience store service.

<sup>2</sup> Parking associated with users that parked off-site and used any of the site-related services.

<sup>3</sup> Parking associated with users that parked in front of the garage to utilize the mechanic repair shop services. The vehicles did not utilize designated parking spaces.

<sup>4</sup> Parking associated with users that parked at the fuel pumps to fuel up only and then left the site.

<sup>5</sup> Parking associated with users that parked at the fuel pumps to fuel up or not and then walked over to visit the convenience store.

<sup>6</sup> Parking associated with users just parked on the site and never used any of the site-related services. These could potentially be rideshare drivers that parked on-site waiting for their next ride or drivers potentially parking to use their cell phone, etc.

**Table 2**  
**Redondo Beach Mobil Gas Station Observed Parking Activities**  
**Friday November 20, 2020**

*blank cells represent zero (0) observed parking demand*

Time	Number of Parking Spaces Currently Provided	Number of Fueling Pump Spaces Currently Provided (6 Double-Sided Fueling Pumps)	Parking Space Use Associated with Gas Station & Convenience Store Use				Vehicle Repair Garage Use & Vehicles Parked in Front of the Garage <sup>3</sup>	Fueling Pump Parking Use Associated with Land Use			Unknown/Other <sup>6</sup>	Total
			Employee	Convenience Store Users Only <sup>1</sup>	Off-site Parking <sup>2</sup>	Total		Fueling Station Users Only <sup>4</sup>	Fueling Station and Convenience Store Users <sup>5</sup>	Total		
1:30 PM	13	12	5			5	1		2	2	3	11
1:35 PM	13	12	5			5	1	2	4	6	3	15
1:40 PM	13	12	5			5	1	1	2	3	3	12
1:45 PM	13	12	5			5	1		2	2	3	11
1:50 PM	13	12	5			5	1	1		1	3	10
1:55 PM	13	12	5	1		6	1	1		1	3	11
2:00 PM	13	12	5			5	2	1	1	2	3	12
2:05 PM	13	12	5			5	1	1	3	4	3	13
2:10 PM	13	12	5	1		6	1	1	2	3	3	13
2:15 PM	13	12	5			5	1	1		1	3	10
2:20 PM	13	12	5			5	3	1	1	2	3	13
2:25 PM	13	12	5			5	3		2	2	3	13
2:30 PM	13	12	6			6	2	1	1	2	3	13
2:35 PM	13	12	6			6	2	3	1	4	3	15
2:40 PM	13	12	6			6	1	1	2	3	3	13
2:45 PM	13	12	6			6	1	2		2	3	12
2:50 PM	13	12	5			5	1	4	2	6	3	15
2:55 PM	13	12	5			5	4	1		1	3	13
3:00 PM	13	12	5			5	2	3	1	4	3	14
3:05 PM	13	12	5			5	2			0	3	10
3:10 PM	13	12	5	1		6	2		1	1	3	12
3:15 PM	13	12	4	1		5	1	1		1	3	10
3:20 PM	13	12	4			4	2	2	2	4	3	13
3:25 PM	13	12	4			4	1	1		1	3	9
3:30 PM	13	12	4			4	1	1	3	4	3	12
3:35 PM	13	12	4			4	1	2	1	3	3	11
3:40 PM	13	12	4			4	1			0	3	8
3:45 PM	13	12	3			3	2		1	1	3	9
3:50 PM	13	12	3			3	2		2	2	3	10
3:55 PM	13	12	3			3	1		2	2	4	10
4:00 PM	13	12	2			2	1	1	2	3	4	10
4:05 PM	13	12	2			2	1	3	2	5	3	11
4:10 PM	13	12	2			2	1		1	1	3	7
4:15 PM	13	12	2			2	1		1	1	3	7
4:20 PM	13	12	2	2		4	1	1	1	2	3	10
4:25 PM	13	12	2			2	1		3	3	3	9
4:30 PM	13	12	2			2	1	3	1	4	3	10
4:35 PM	13	12	2			2	2	2		2	3	9
4:40 PM	13	12	2			2	2	1		1	3	8
4:45 PM	13	12	2			2	1	3		3	3	9
4:50 PM	13	12	2			2	1	1	1	2	3	8
4:55 PM	13	12	2			2	1	1	1	2	3	8
5:00 PM	13	12	2			2	2			0	3	7
5:05 PM	13	12	2			2	1			0	3	6
5:10 PM	13	12	2			2	1	1	1	2	3	8
5:15 PM	13	12	2			2	1	3	2	5	3	11
5:20 PM	13	12	2			2	1	1	2	3	3	9
5:25 PM	13	12	2			2	1	1		1	3	7
5:30 PM	13	12	2			2	1	2		2	3	8
<b>Maximum</b>			6	2	0	6	4	4	4	6	4	15

<sup>1</sup> Parking associated with users that only parked at the designed stalls to use the convenience store service.

<sup>2</sup> Parking associated with users that parked off-site and used any of the site-related services.

<sup>3</sup> Parking associated with users that parked in front of the garage to utilize the mechanic repair shop services. The vehicles did not utilize designated parking spaces.

<sup>4</sup> Parking associated with users that parked at the fuel pumps to fuel up only and then left the site.

<sup>5</sup> Parking associated with users that parked at the fuel pumps to fuel up or not and then walked over to visit the convenience store.

<sup>6</sup> Parking associated with users just parked on the site and never used any of the site-related services. These could potentially be rideshare drivers that parked on-site waiting for their next ride or drivers potentially parking to use their cell phone, etc.

**Table 3**  
**Redondo Beach Mobil Gas Station Observed Parking Activities**  
**Saturday November 21, 2020**

*blank cells represent zero (0) observed parking demand*

Time	Number of Parking Spaces Currently Provided	Number of Fueling Pump Spaces Currently Provided (6 Double-Sided Fueling Pumps)	Parking Space Use Associated with Gas Station & Convenience Store Use				Vehicle Repair Garage Use & Vehicles Parked in Front of the Garage <sup>3</sup>	Fueling Pump Parking Use Associated with Land Use			Unknown/Other <sup>6</sup>	Total
			Employee	Convenience Store Users Only <sup>1</sup>	Off-site Parking <sup>2</sup>	Total		Fueling Station Users Only <sup>4</sup>	Fueling Station and Convenience Store Users <sup>5</sup>	Total		
1:30 PM	13	12	2			2	1		1	1	5	9
1:35 PM	13	12	2			2	2	1		1	5	10
1:40 PM	13	12	2	1		3	2	1	1	2	5	12
1:45 PM	13	12	2			2	1	2	1	3	5	11
1:50 PM	13	12	2			2	1	3		3	5	11
1:55 PM	13	12	2			2	1	3	2	5	5	13
2:00 PM	13	12	2			2	1	1	1	2	5	10
2:05 PM	13	12	2			2	1		1	1	5	9
2:10 PM	13	12	2			2			1	1	5	8
2:15 PM	13	12	1			1		4	2	6	6	13
2:20 PM	13	12	1			1		3	1	4	5	10
2:25 PM	13	12	2			2		1	1	2	5	9
2:30 PM	13	12	2		1	3		2		2	5	10
2:35 PM	13	12	1			1		1	1	2	5	8
2:40 PM	13	12	1			1		2		2	5	8
2:45 PM	13	12	1			1				0	5	6
2:50 PM	13	12	1			1			2	2	5	8
2:55 PM	13	12				0		1	2	3	5	8
3:00 PM	13	12				0		3		3	5	8
3:05 PM	13	12				0		1		1	5	6
3:10 PM	13	12		1		1		2	1	3	5	9
3:15 PM	13	12				0		1	1	2	5	7
3:20 PM	13	12		1		1		2	1	3	5	9
3:25 PM	13	12	1	1		2				0	5	7
3:30 PM	13	12	1			1		1	1	2	5	8
3:35 PM	13	12	1	1		2		1	2	3	5	10
3:40 PM	13	12	1	2		3		3		3	5	11
3:45 PM	13	12	1	2		3				0	5	8
3:50 PM	13	12	1			1		1		1	6	8
3:55 PM	13	12	1			1				0	5	6
4:00 PM	13	12	1			1				0	5	6
4:05 PM	13	12	1			1		2	2	4	5	10
4:10 PM	13	12	1			1			2	2	5	8
4:15 PM	13	12	1	1		2		2	1	3	5	10
4:20 PM	13	12	1	2		3		3		3	5	11
4:25 PM	13	12	1			1				0	5	6
4:30 PM	13	12	1			1				0	5	6
4:35 PM	13	12	1			1			1	1	5	7
4:40 PM	13	12	1			1				0	5	6
4:45 PM	13	12	1			1			3	3	5	9
4:50 PM	13	12	1			1		2	1	3	5	9
4:55 PM	13	12				0				0	6	6
5:00 PM	13	12				0	1	1	3	4	6	11
5:05 PM	13	12				0		1	3	4	5	9
5:10 PM	13	12				0			3	3	5	8
5:15 PM	13	12				0			1	1	5	6
5:20 PM	13	12				0		1	1	2	5	7
5:25 PM	13	12				0		1	2	3	5	8
5:30 PM	13	12				0		1	2	3	5	8
<b>Maximum</b>			2	2	1	3	2	4	3	6	6	13

<sup>1</sup> Parking associated with users that only parked at the designed stalls to use the convenience store service.

<sup>2</sup> Parking associated with users that parked off-site and used any of the site-related services.

<sup>3</sup> Parking associated with users that parked in front of the garage to utilize the mechanic repair shop services. The vehicles did not utilize designated parking spaces.

<sup>4</sup> Parking associated with users that parked at the fuel pumps to fuel up only and then left the site.

<sup>5</sup> Parking associated with users that parked at the fuel pumps to fuel up or not and then walked over to visit the convenience store.

<sup>6</sup> Parking associated with users just parked on the site and never used any of the site-related services. These could potentially be rideshare drivers that parked on-site waiting for their next ride or drivers potentially parking to use their cell phone, etc.

**Table 4**  
**Redondo Beach Mobil Gas Station Observed Parking Activities**  
**Sunday November 22, 2020**

*blank cells represent zero (0) observed parking demand*

Time	Number of Parking Spaces Currently Provided	Number of Fueling Pump Spaces Currently Provided (6 Double-Sided Fueling Pumps)	Parking Space Use Associated with Gas Station & Convenience Store Use				Vehicle Repair Garage Use & Vehicles Parked in Front of the Garage <sup>3</sup>	Fueling Pump Parking Use Associated with Land Use			Unknown/Other <sup>6</sup>	Total
			Employee	Convenience Store Users Only <sup>1</sup>	Off-site Parking <sup>2</sup>	Total		Fueling Station Users Only <sup>4</sup>	Fueling Station and Convenience Store Users <sup>5</sup>	Total		
1:30 PM	13	12				0		1	1	2	5	7
1:35 PM	13	12				0		1	2	3	5	8
1:40 PM	13	12				0		2	1	3	5	8
1:45 PM	13	12				0		3	1	4	5	9
1:50 PM	13	12				0		2		2	5	7
1:55 PM	13	12				0		1	1	2	5	7
2:00 PM	13	12				0		1		1	5	6
2:05 PM	13	12		1		1		4	2	6	5	12
2:10 PM	13	12		1		1		2	1	3	5	9
2:15 PM	13	12		1		1		1	1	2	5	8
2:20 PM	13	12		1		1				0	5	6
2:25 PM	13	12		1		1		1	1	2	5	8
2:30 PM	13	12		1		1	1	2	2	4	5	11
2:35 PM	13	12				0		1	1	2	5	7
2:40 PM	13	12				0		1	1	2	5	7
2:45 PM	13	12				0	1	1	3	4	5	10
2:50 PM	13	12		1		1		2	2	4	5	10
2:55 PM	13	12		2		2	2		4	4	5	13
3:00 PM	13	12				0	2			0	5	7
3:05 PM	13	12		1		1			1	1	5	7
3:10 PM	13	12				0				0	5	5
3:15 PM	13	12				0			1	1	5	6
3:20 PM	13	12				0		1		1	5	6
3:25 PM	13	12				0			2	2	5	7
3:30 PM	13	12				0			2	2	5	7
3:35 PM	13	12		1		1		3	1	4	5	10
3:40 PM	13	12				0			2	2	5	7
3:45 PM	13	12				0	1		3	3	5	9
3:50 PM	13	12				0			1	1	5	6
3:55 PM	13	12				0			1	1	5	6
4:00 PM	13	12		1		1		2	1	3	5	9
4:05 PM	13	12				0		1		1	5	6
4:10 PM	13	12				0		2	1	3	5	8
4:15 PM	13	12		1		1			2	2	5	8
4:20 PM	13	12				0				0	5	5
4:25 PM	13	12				0		1		1	5	6
4:30 PM	13	12				0				0	5	5
4:35 PM	13	12				0		3		3	5	8
4:40 PM	13	12				0		1	1	2	5	7
4:45 PM	13	12				0			2	2	5	7
4:50 PM	13	12				0			1	1	5	6
4:55 PM	13	12				0		1	1	2	5	7
5:00 PM	13	12				0	1		2	2	5	8
5:05 PM	13	12				0			1	1	5	6
5:10 PM	13	12				0		2	2	4	5	9
5:15 PM	13	12				0			3	3	5	8
5:20 PM	13	12				0		2	1	3	5	8
5:25 PM	13	12				0		1		1	5	6
5:30 PM	13	12				0				0	5	5
<b>Maximum</b>			0	2	0	2	2	4	4	6	5	13

<sup>1</sup> Parking associated with users that only parked at the designed stalls to use the convenience store service.

<sup>2</sup> Parking associated with users that parked off-site and used any of the site-related services.

<sup>3</sup> Parking associated with users that parked in front of the garage to utilize the mechanic repair shop services. The vehicles did not utilize designated parking spaces.

<sup>4</sup> Parking associated with users that parked at the fuel pumps to fuel up only and then left the site.

<sup>5</sup> Parking associated with users that parked at the fuel pumps to fuel up or not and then walked over to visit the convenience store.

<sup>6</sup> Parking associated with users just parked on the site and never used any of the site-related services. These could potentially be rideshare drivers that parked on-site waiting for their next ride or drivers potentially parking to use their cell phone, etc.

# **Appendix A**

Parking Count Data



### Mobil Gas Station Parking Survey

Location: 2714 Artesia Blvd  
City: Redondo Beach, CA

Day: Thursday  
Date: 11/19/2020

Time	Fueling Station Only	Fueling Station and Convenience Store	Convenience Store Only	Other Services	Employee	Unknown	Off-site Parking	Total
1:30 PM	1	3			3	5		12
1:35 PM	1			1	3	5		10
1:40 PM			1	1	3	5		10
1:45 PM	2		1	2	3	5		13
1:50 PM		1		2	3	5		11
1:55 PM		2		2	3	5		12
2:00 PM				2	3	5		10
2:05 PM					3	5		8
2:10 PM	1	1			3	5		10
2:15 PM	1	1		1	3	5		11
2:20 PM	2			1	3	5		11
2:25 PM	2			1	3	5		11
2:30 PM				2	3	5		10
2:35 PM	1	1		1	3	5		11
2:40 PM		2		1	3	5		11
2:45 PM	2			1	3	5		11
2:50 PM				1	3	5		9
2:55 PM	2			1	3	5		11
3:00 PM		3	1	1	3	4		12
3:05 PM		1		1	3	4		9
3:10 PM	1		1	2	3	4		11
3:15 PM	2	1	1	2	3	4		13
3:20 PM	1	1			4	4		10
3:25 PM			1	1	4	4		10
3:30 PM	2	1			4	4		11
3:35 PM	2	1			4	4		11
3:40 PM	1		1		4	4		10
3:45 PM					4	4		8
3:50 PM	2	1			4	4		11
3:55 PM					4	4		8
4:00 PM	1				4	5		10
4:05 PM		1	1	1	4	5		12
4:10 PM		3		1	4	6		14
4:15 PM		2		1	4	4		11
4:20 PM			1		3	4		8
4:25 PM		1	1		3	4		9
4:30 PM	2	2	1	1	3	4		13
4:35 PM	1	1	1	1	3	4		11
4:40 PM	1	1	1		2	4		9
4:45 PM	2		1		2	4		9
4:50 PM	4	2	1		2	4		13
4:55 PM	2	3	1		1	4		11
5:00 PM		1	1		1	4		7
5:05 PM		1	2		1	4		8
5:10 PM	1		2		1	4		8
5:15 PM			1		1	4		6
5:20 PM			1		1	4		6
5:25 PM	1	1	1		1	4		8
5:30 PM		1	1		1	4		7

# Mobil Gas Station Parking Survey

Location: 2714 Artesia Blvd  
City: Redondo Beach, CA

Day: Friday  
Date: 11/20/2020

Time	Fueling Station Only	Fueling Station and Convenience Store	Convenience Store Only	Other Services	Employee	Unknown	Off-site Parking	Total
1:30 PM		2		1	5	3		11
1:35 PM	2	4		1	5	3		15
1:40 PM	1	2		1	5	3		12
1:45 PM		2		1	5	3		11
1:50 PM	1			1	5	3		10
1:55 PM	1		1	1	5	3		11
2:00 PM	1	1		2	5	3		12
2:05 PM	1	3		1	5	3		13
2:10 PM	1	2	1	1	5	3		13
2:15 PM	1			1	5	3		10
2:20 PM	1	1		3	5	3		13
2:25 PM		2		3	5	3		13
2:30 PM	1	1		2	6	3		13
2:35 PM	3	1		2	6	3		15
2:40 PM	1	2		1	6	3		13
2:45 PM	2			1	6	3		12
2:50 PM	4	2		1	5	3		15
2:55 PM	1			4	5	3		13
3:00 PM	3	1		2	5	3		14
3:05 PM				2	5	3		10
3:10 PM		1	1	2	5	3		12
3:15 PM	1		1	1	4	3		10
3:20 PM	2	2		2	4	3		13
3:25 PM	1			1	4	3		9
3:30 PM	1	3		1	4	3		12
3:35 PM	2	1		1	4	3		11
3:40 PM				1	4	3		8
3:45 PM		1		2	3	3		9
3:50 PM		2		2	3	3		10
3:55 PM		2		1	3	4		10
4:00 PM	1	2		1	2	4		10
4:05 PM	3	2		1	2	3		11
4:10 PM		1		1	2	3		7
4:15 PM		1		1	2	3		7
4:20 PM	1	1	2	1	2	3		10
4:25 PM		3		1	2	3		9
4:30 PM	3	1		1	2	3		10
4:35 PM	2			2	2	3		9
4:40 PM	1			2	2	3		8
4:45 PM	3			1	2	3		9
4:50 PM	1	1		1	2	3		8
4:55 PM	1	1		1	2	3		8
5:00 PM				2	2	3		7
5:05 PM				1	2	3		6
5:10 PM	1	1		1	2	3		8
5:15 PM	3	2		1	2	3		11
5:20 PM	1	2		1	2	3		9
5:25 PM	1			1	2	3		7
5:30 PM	2			1	2	3		8

# Mobil Gas Station Parking Survey

Location: 2714 Artesia Blvd  
City: Redondo Beach, CA

Day: Saturday  
Date: 11/21/2020

Time	Fueling Station Only	Fueling Station and Convenience Store	Convenience Store Only	Other Services	Employee	Unknown	Off-site Parking	Total
1:30 PM		1		1	2	5		9
1:35 PM	1			2	2	5		10
1:40 PM	1	1	1	2	2	5		12
1:45 PM	2	1		1	2	5		11
1:50 PM	3			1	2	5		11
1:55 PM	3	2		1	2	5		13
2:00 PM	1	1		1	2	5		10
2:05 PM		1		1	2	5		9
2:10 PM		1			2	5		8
2:15 PM	4	2			1	6		13
2:20 PM	3	1			1	5		10
2:25 PM	1	1			2	5		9
2:30 PM	2				2	5	1	10
2:35 PM	1	1			1	5		8
2:40 PM	2				1	5		8
2:45 PM					1	5		6
2:50 PM		2			1	5		8
2:55 PM	1	2				5		8
3:00 PM	3					5		8
3:05 PM	1					5		6
3:10 PM	2	1	1			5		9
3:15 PM	1	1				5		7
3:20 PM	2	1	1			5		9
3:25 PM			1		1	5		7
3:30 PM	1	1			1	5		8
3:35 PM	1	2	1		1	5		10
3:40 PM	3		2		1	5		11
3:45 PM			2		1	5		8
3:50 PM	1				1	6		8
3:55 PM					1	5		6
4:00 PM					1	5		6
4:05 PM	2	2			1	5		10
4:10 PM		2			1	5		8
4:15 PM	2	1	1		1	5		10
4:20 PM	1				1	5		7
4:25 PM		1			1	5		7
4:30 PM		2			1	5		8
4:35 PM		1			1	5		7
4:40 PM					1	5		6
4:45 PM		3			1	5		9
4:50 PM	2	1			1	5		9
4:55 PM						6		6
5:00 PM	1	3		1		6		11
5:05 PM	1	3				5		9
5:10 PM		3				5		8
5:15 PM		1				5		6
5:20 PM	1	1				5		7
5:25 PM	1	2				5		8
5:30 PM	1	2				5		8

### Mobil Gas Station Parking Survey

Location: 2714 Artesia Blvd  
City: Redondo Beach, CA

Day: Sunday  
Date: 11/22/2020

Time	Fueling Station Only	Fueling Station and Convenience Store	Convenience Store Only	Other Services	Employee	Unknown	Off-site Parking	Total
1:30 PM	1	1				5		7
1:35 PM	1	2				5		8
1:40 PM	2	1				5		8
1:45 PM	3	1				5		9
1:50 PM	2					5		7
1:55 PM	1	1				5		7
2:00 PM	1					5		6
2:05 PM	4	2	1			5		12
2:10 PM	2	1	1			5		9
2:15 PM	1	1	1			5		8
2:20 PM			1			5		6
2:25 PM	1	1	1			5		8
2:30 PM	2	2	1	1		5		11
2:35 PM	1	1				5		7
2:40 PM	1	1				5		7
2:45 PM	1	3		1		5		10
2:50 PM	2	2	1			5		10
2:55 PM		4	2	2		5		13
3:00 PM				2		5		7
3:05 PM		1	1			5		7
3:10 PM						5		5
3:15 PM		1				5		6
3:20 PM	1					5		6
3:25 PM		2				5		7
3:30 PM		2				5		7
3:35 PM	3	1	1			5		10
3:40 PM		2				5		7
3:45 PM		3		1		5		9
3:50 PM		1				5		6
3:55 PM		1				5		6
4:00 PM	2	1	1			5		9
4:05 PM	1					5		6
4:10 PM	2	1				5		8
4:15 PM		2	1			5		8
4:20 PM						5		5
4:25 PM	1					5		6
4:30 PM						5		5
4:35 PM	3					5		8
4:40 PM	1	1				5		7
4:45 PM		2				5		7
4:50 PM		1				5		6
4:55 PM	1	1				5		7
5:00 PM		2		1		5		8
5:05 PM		1				5		6
5:10 PM	2	2				5		9
5:15 PM		3				5		8
5:20 PM	2	1				5		8
5:25 PM	1					5		6
5:30 PM						5		5

December 23, 2020  
Project 20058

<b>Acoustical Analysis</b> Hydrogen Fueling Facility 4714 Artesia Blvd. Redondo Beach, CA 90278	<b>Requestor:</b> Ben Steckler Fiedler Group <a href="mailto:ben.steckler@fiedlergroup.com">ben.steckler@fiedlergroup.com</a> 299 N. Euclid Ave. Ste 550 Pasadena, CA 91101	<b>Client/Project Owner:</b> Iwatani Corporation of America
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## 1 Executive Summary

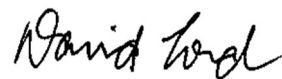
45dB Acoustics (“45dB”) has reviewed local regulatory requirements for the proposed Hydrogen Fueling Facility at the above address. The potential impact of noise from the nearby streets and proposed equipment for the fueling facility has been evaluated using SoundPLAN® modeled noise contours and published traffic counts. Analysis reveals existing hourly ambient sound levels at the nearest neighboring residential locations are 59-70 dBA during daytime hours and 51-62 dBA at nighttime.<sup>1</sup>

The proposed Hydrogen Fueling Facility includes two H2Station® units and a 12-foot surrounding wall with an angled awning at the southwest corner of the property with remote ventilation stacks at the northwest corner next to the new fueling pumps. With the new project in place, the daytime and nighttime hourly noise levels are anticipated to increase by less than 1 dB. Other than the planned 12-foot CMU wall and awning, no additional mitigation measures are required to comply with the City of Redondo Beach’s Municipal Code.

for 45dB Acoustics, LLC:



Sarah Taubitz, MSME



David Lord, Ph.D.

<sup>1</sup> As calculated by Federal Highway Administration’s TNM calculation standard, see Section 4.1.

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## 2 Introduction

The proposed hydrogen fueling station is to be located at 2714 Artesia Boulevard in Redondo Beach, CA, at the intersection of Artesia Boulevard and Inglewood Avenue, as shown in Figure 1 and Figure 2. The existing site currently has a gas station, service station, and convenience store on premises.

The project property is within a Commercial (C-2) zone of Redondo Beach. Residential sites to the south of the Project are in a low-density multi-family Residential (R-3) zone.

The proposed project would add hydrogen fueling capabilities and canopy at the northwest corner of the site and two “H2Station®” hydrogen fuel units at the southwest corner of the site with a 12-foot wall surrounding the west, south, and east sides of the equipment yard along with a 23-foot by 9-foot awning, angled upward as shown in the site plan (Figure 3) and perspective view (Figure 4) provided by the client. Remote ventilation stacks will be 12-foot tall (minimum) and located at the northwest corner of the property near the customer fueling units. The gas station and convenience store operate 24-hours a day, and the service station operates between 8:00am and 6:00pm.

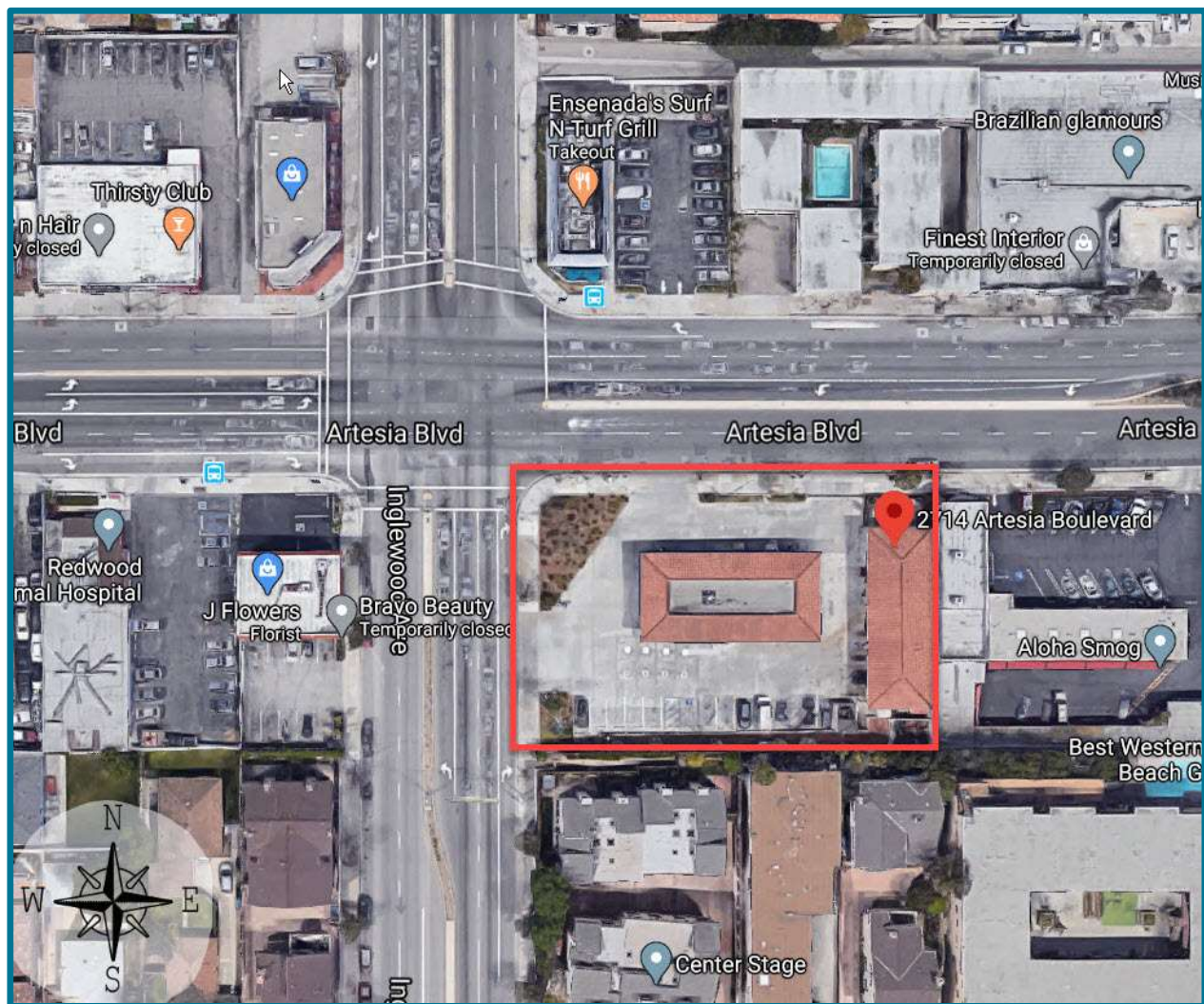
In this report we evaluate the proposed project against the City’s Noise Element of the General Plan, the Municipal Code, and California Environmental Quality Act (CEQA) and compare existing and anticipated future noise levels at representative locations at the residential properties to the south of the project.

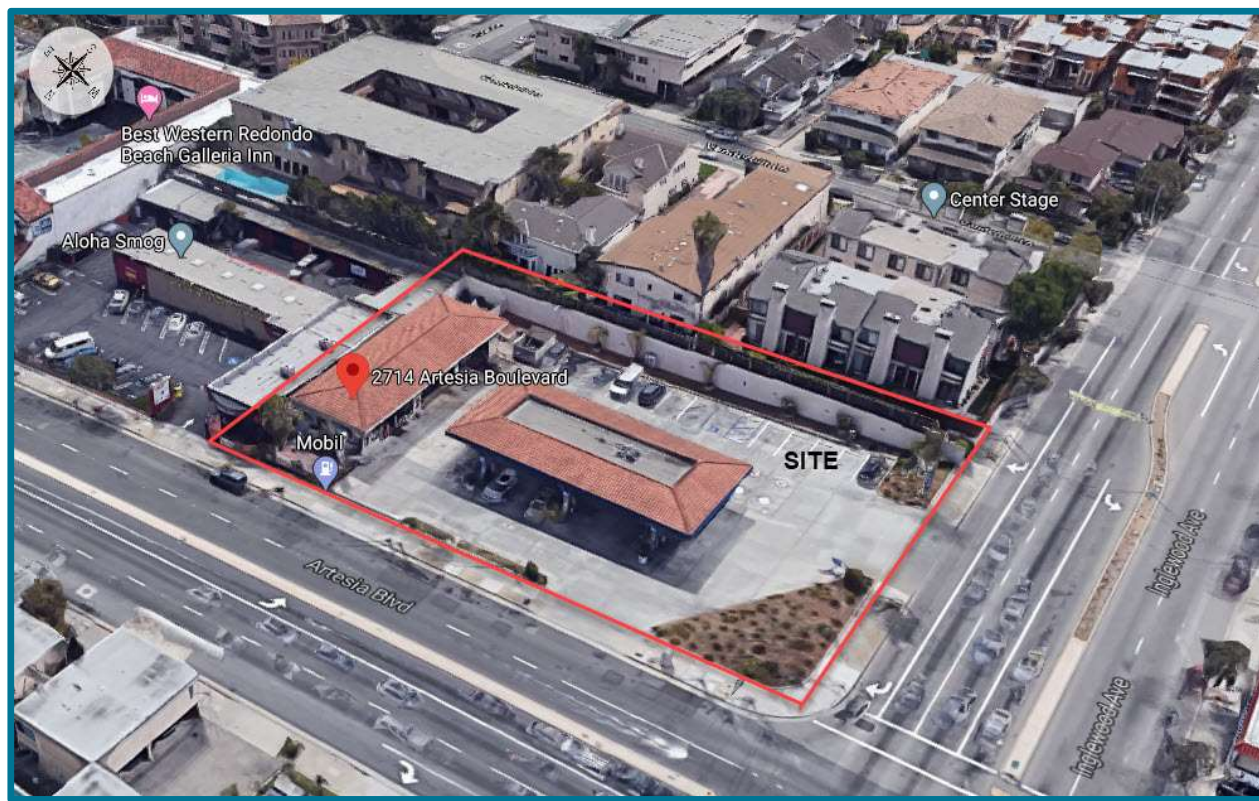
The following results are presented in this report:

- The topographical relationship of noise sources and applicable noise ordinances/laws
- Identification of noise sources and their characteristics, including predicted noise spectra at representative neighboring residential receiver locations, considering present and 20-year predicted average annual daily traffic counts
- Basis for the sound level prediction (i.e. engineering inputs and assumptions)
- Noise attenuation measures (mitigations) to be applied, if needed
- Information on fundamentals of noise and vibration to aid in interpreting the report (Section 0, Appendix)

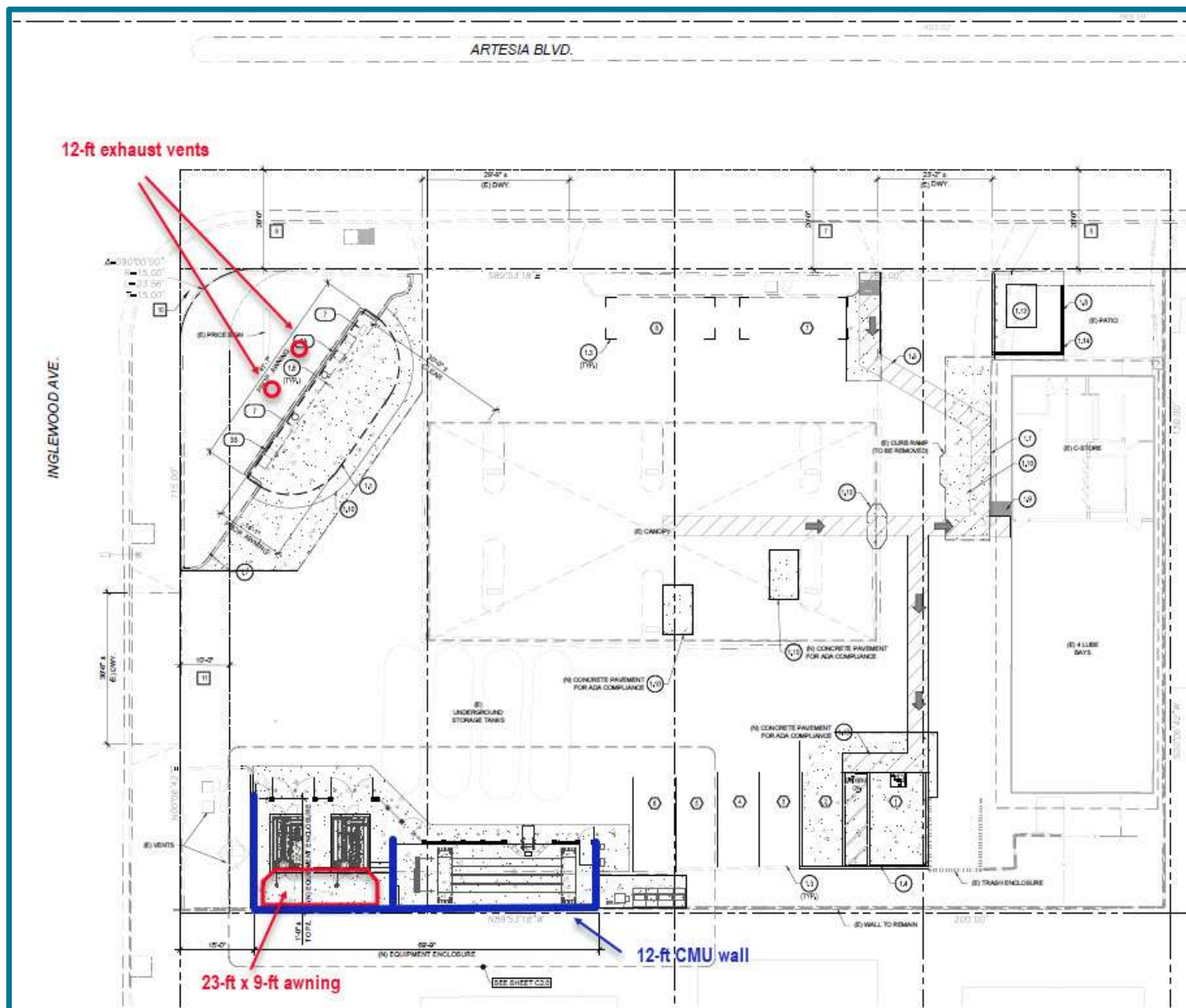
CEQA assessments of impact are also included.

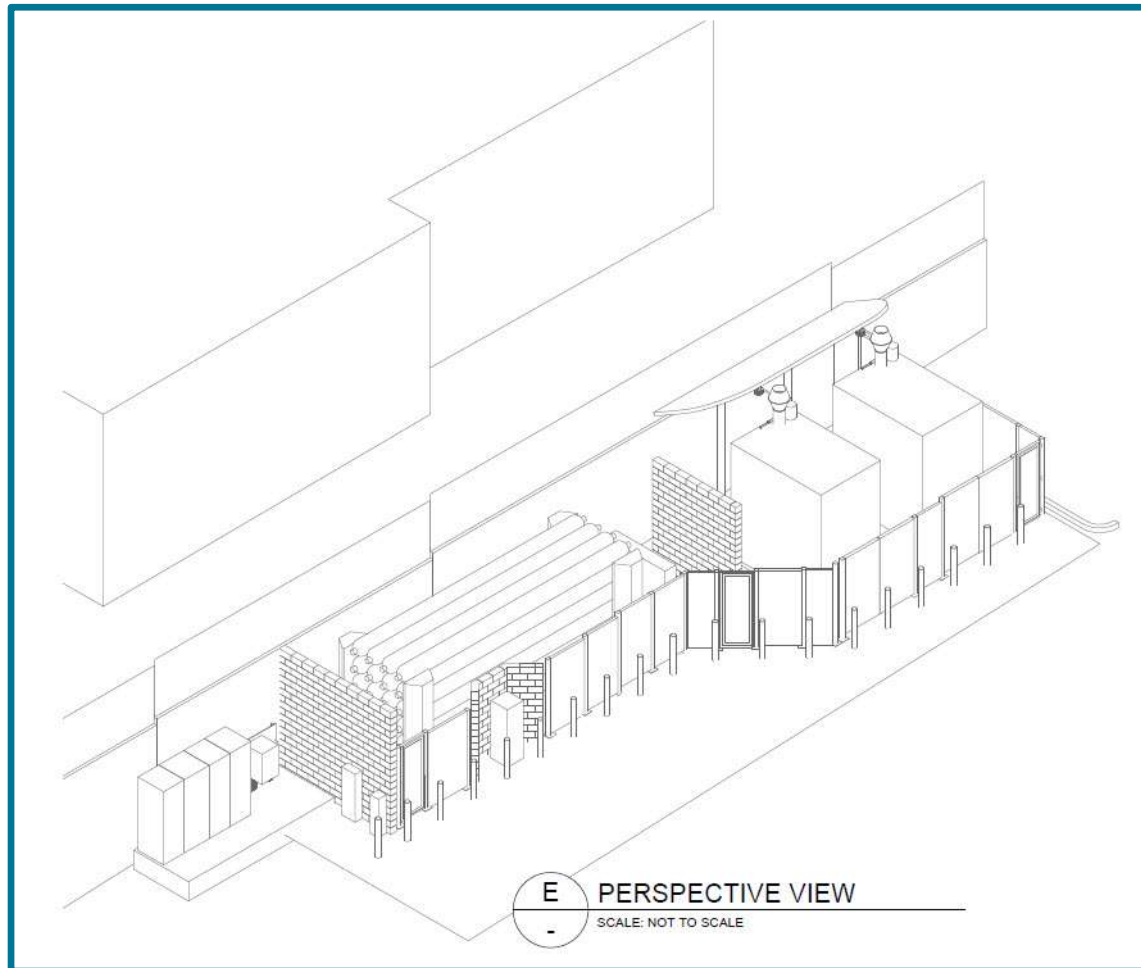
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**Figure 1: Vicinity Map**

**Figure 2: View of Site Vicinity**



**Figure 3: Project Site Plan**

**Figure 4: Perspective View of Hydrogen Fuel Units with Awning**

### 3 Regulatory Setting

Noise regulations are addressed by federal, state, and local government agencies, discussed below. Local policies are generally adaptations of federal and state guidelines, adjusted to prevailing local condition.

#### 3.1 Federal Regulation

The adverse impact of noise was officially recognized by the federal government in the Noise Control Act of 1972, which serves three purposes:

- a) Promulgating noise emission standards for interstate commerce.
- b) Assisting state and local abatement efforts.
- c) Promoting noise education and research.

The Department of Transportation (DOT) assumed a significant role in noise control. The Federal Aviation Administration (FAA) regulates noise of aircraft and airports. Surface

transportation system noise is regulated by the Federal Transit Administration (FTA). Freeways that are part of the interstate highway system are regulated by the Federal Highway Administration (FHWA).

For this project, the nearest airport (Los Angeles International Airport) is 5 miles north. The nearest railroad tracks are only 600 feet to the east of the Project. However, the road traffic noise is significant (and constant) enough that it is the only type of transportation noise that needs be modeled in this case in order to determine accurate background (i.e. non-Project related) noise levels.

## 3.2 State Regulation

### 3.2.1 State CEQA Guidelines

The significance of environmental noise impacts resulting from a proposed project are evaluated based on the California Environmental Quality Act (CEQA) guidelines. CEQA asks the following applicable questions. These will be answered in our Conclusion section.

*Would the project result in:*

- exposure of persons to or generation of noise levels in excess of standards established in the local General Plan or Noise Ordinance, or applicable standards of other agencies?*
- exposure of persons to or generation of excessive ground-borne vibration or ground-borne noise levels?*
- a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?*
- a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?*

## 3.3 Local Regulation

The Redondo Beach Municipal Code, Chapter 24 - Noise Regulation (Reference 2) provides regulation and guidelines regarding noise. Article 3 - Exterior Noise Limits, states that the maximum permissible sound levels for a land use district is the higher of either the presumed or actual measured ambient level. For an R-3 land use district, the presumed ambient level between 7:00am and 10:00pm is 55 dBA and between 10:00pm and 7:00am is 50 dBA.

The ambient levels may be corrected for time characteristics where the sound source operates for a cumulative of less than 30 minutes per hour. **For the proposed project, the H2Station units are not expected to operate for more than 50% of the time, or 15-30 minutes per hour, so the ambient levels may be increased by no more than 5 dB.** See excerpt below in Figure 5.

**Figure 5: Excerpt from City of Redondo Beach Municipal Code, Chapter 24, Article 3****Article 3. Exterior Noise Limits****4-24.301 Maximum permissible sound levels by land use categories.**

The noise standards for the various categories of land use districts identified shall be the higher of either the presumed or actual measured ambient and shall apply to all such property within a designated category as follows:

Receiving Land Use District Category	Time Period	Presumed Ambient Level (dBA)
Low Density	10:00 p.m. to 7:00 a.m.	45
Residential R-1-A, R-1, R-2, P-D-R, P-U-D Overlay	7:00 a.m. to 10:00 p.m.	50
Medium Density	10:00 p.m. to 7:00 a.m.	50
Residential R-3, R4, P-D-R, P-U-D Overlay	7:00 a.m. to 10:00 p.m.	55

...

As indicated above, the presumed ambient levels in the Planned Development Residential (P-D-R) and the Planned Unit Development (P-U-D) Overlay land use districts are categorized so as to be consistent with the actual density of the development. The presumed ambient levels for the Planned Development (P-D) and the Civic Center (C-C) land use districts shall be consistent with those established for the lowest adjacent land use district.

(a) Correction for time characteristics. No person shall operate, or cause to be operated, any source of sound at any location within the City or allow the creation of any noise on property owned, leased, occupied, or otherwise controlled by such person which causes the noise level when measured on any other property to exceed:

- (1) The noise standard of the receiving land use district for a cumulative period of more than thirty (30) minutes in any hour; or
- (2) The noise standard of the receiving land use district plus five (5) dB for a cumulative period of more than fifteen (15) minutes in any hour; or
- (3) The noise standard of the receiving land use district plus ten (10) dB for a cumulative period of more than five (5) minutes in any hour; or
- (4) The noise standard of the receiving land use district plus fifteen (15) dB for a cumulative period of more than one minute in any hour; or
- (5) The noise standard of the receiving land use district plus twenty (20) dB for any period of time.

In order to evaluate these new noise sources, modern state-of-the-industry noise propagation modeling of sound level contours offers great precision and detail, provided the assumptions and inputs to the software model are well-founded and accurate.

**45dB** goes into great detail by accurately modeling and studying the ambient sound level contours for the existing traffic noise. Terrain, reflection and absorption from the built environment, and ground-cover attenuation factors are also included in these models. (See Sections 5.2 and 5.3 in the Appendix for more information.)



After adding in the contributing noise sources from the proposed hydrogen fueling station equipment, the predicted sound levels at the neighboring properties are evaluated to determine if a significant increase is predicted at any location along the property line and 10 feet from the nearest reflective surface. In this case, because a CMU wall exists at the property line, the levels are predicted for receiver locations at the apartment windows. It is also important to note that, provided accurate traffic counts are used, daytime traffic levels on an annualized basis are potentially more representative than field measurements taken during any single day or portion of one day, which may not accurately reflect typical daily traffic levels.

## 4 Noise Impact Assessment

All sound pressure levels in this report are in units of A-weighted decibels (dBA). Daytime hourly levels “ $L_{eq,d}$ ” and nighttime hourly levels “ $L_{eq,n}$ ” are evaluated for the fueling station operating hours, i.e., 7:00 am to 10:00pm during daytime hours and 10:00 pm to 7:00 am during nighttime hours. All noise level contour plots are at a typical receiver height of 1.5m (5 feet), unless otherwise specified.

Traffic counts in annual average daily traffic (AADT) are input directly into SoundPLAN®, which predicts exterior (outdoor) noise levels due to those noise sources. Traffic counts from 2007 have been provided for the Artesia Boulevard and Inglewood Avenue intersection contributing streets by the City of Redondo Beach (reproduced in Figure 6).

Traffic counts for the applicable roads were increased by 1% per year to 2020 for present-day noise contours.

**Figure 6: City of Redondo Beach 2007 Traffic Counts**

CITY OF REDONDO BEACH TRAFFIC VOLUMES				
Street	Boundary 1	Boundary 2	Average Daily Traffic Volume, Veh	Count Year
Artesia Blvd	Aviation Blvd	Rindge Ln	33,280	2007
	Rindge Ln	Inglewood Ave	35,540	2007
	Inglewood Ave	Hawthorne Blvd	36,850	2007
Inglewood Ave	190th St	Grant Ave	31,940	2007
	Grant Ave	Artesia Blvd	30,180	2007
	Artesia Blvd	Manhattan Beach Blvd	40,010	2007
	Manhattan Beach Blvd	Marine Ave	56,350	2007

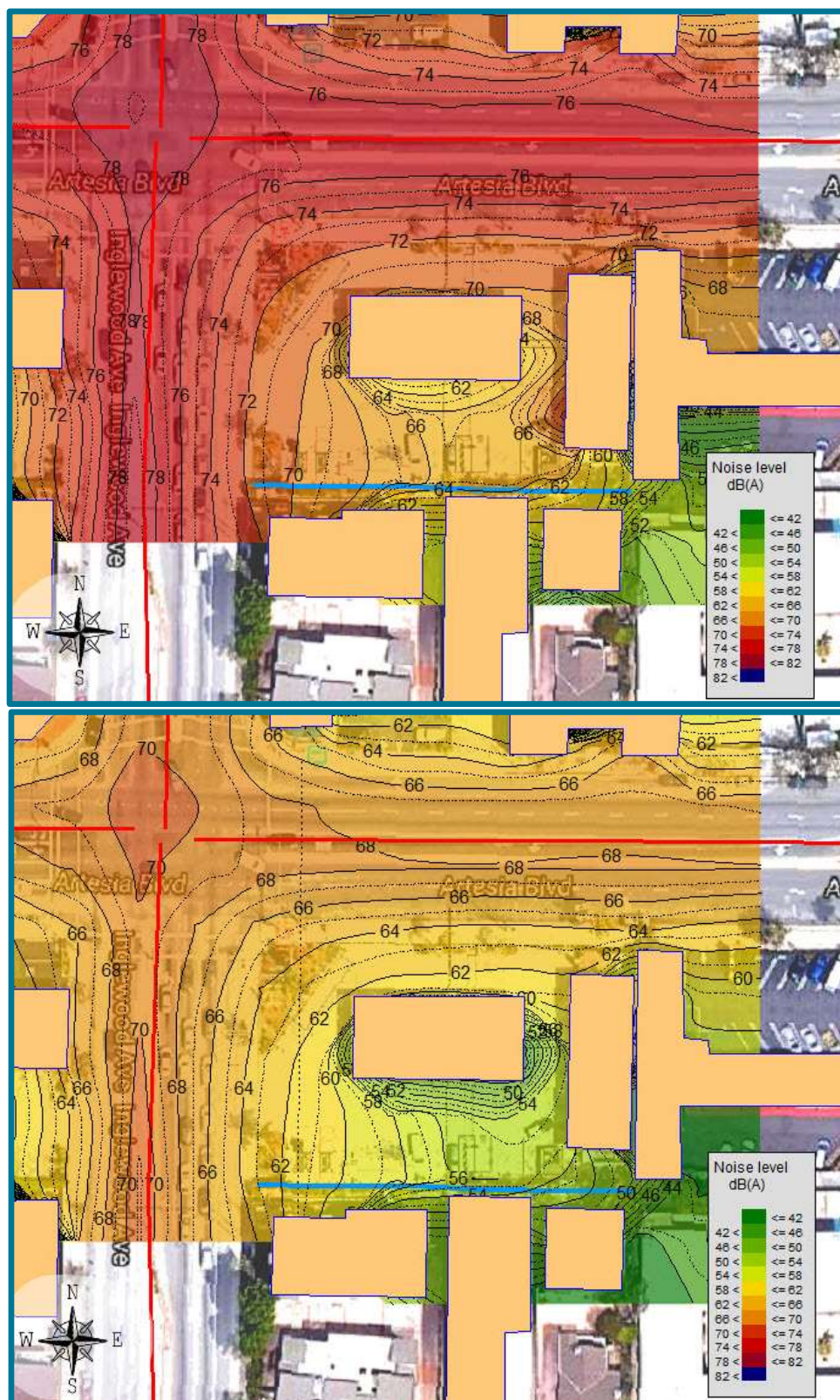
Traffic counts were input into SoundPLAN®, which by default apportions the count into vehicle types including automobiles and medium trucks. The count is distributed appropriately between daytime and nighttime hours and appropriate vehicle speeds are input in order to predict outdoor noise levels using the Traffic Noise Model.

## 4.1 Existing Noise Environment

Figure 7 shows the resulting daytime and evening noise contours from traffic around the property under existing conditions. The SoundPLAN noise model uses imported images from the Project plan as needed for the site layout. The blue horizontal line represents the existing CMU wall along the southern property line. Linear noise sources for roads and highways, modeled with Federal Highway Administration Transportation Noise Model, using the current and future traffic counts are added to the site plan.

The daytime noise levels are approximately 8-9 dB higher than the levels observed during the nighttime hours due to the differences in traffic volumes, the mix of cars versus trucks, and operating hours for the service center. Existing noise levels at the nearest residential properties to the south of the project site range between 59 – 70 dBA during the daytime and between 51 – 62 dBA during nighttime hours, which are higher than the presumed ambient levels from the municipal code.

**Figure 7: Existing Site, Daytime (top) and Nighttime (bottom) Hourly Noise Contours From Traffic and Service Station**



## 4.2 Future Noise Levels with Project

All sources that would potentially add significant increase in resulting noise levels for the area are included to the model to determine its unmitigated noise distribution pattern, interacting with existing noise levels in the area. Those are, namely:

- Two H2Station® units to be located at the southwest corner of the station parking area, which operate up to 30 minutes per hour throughout the day. Levels were provided by the client from the manufacturer, Nel Hydrogen.
- Two 12-foot high vents at the northwest corner of the property which operate momentarily after each customer fuels, which could occur approximately every 5-10 minutes at full capacity.

Additionally, the two H2Station® units are to be enclosed on the west, south, and east sides with a 12-foot CMU wall and a 23-foot long by 9-foot wide awning covering the south portion of the two units. A new canopy will be constructed at the northwest corner over the new fueling stations, as shown in the site plan provided by the client.

Noise emissions measured by the manufacturer were provided by the client, as shown in Table 1. Spectral data (i.e. frequency-dependent noise levels in octave or third-octave bands) is characteristic of mechanical pumps and other machinery and may have frequency-dependent tonal qualities to the sounds they emit. Highly pressurized fluids such as hydrogen can have high-frequency hisses emitting from valves required for their safe transfer between tanks. Rather than full spectral data for the hydrogen stations, overall decibel levels (in dBA) (centered at 500 Hz, without tones) were analyzed. As the ordinance is based on overall levels, this is sufficient and appropriate in determining compliance.

**Table 1: NEL Hydrogen Station Noise Emissions**

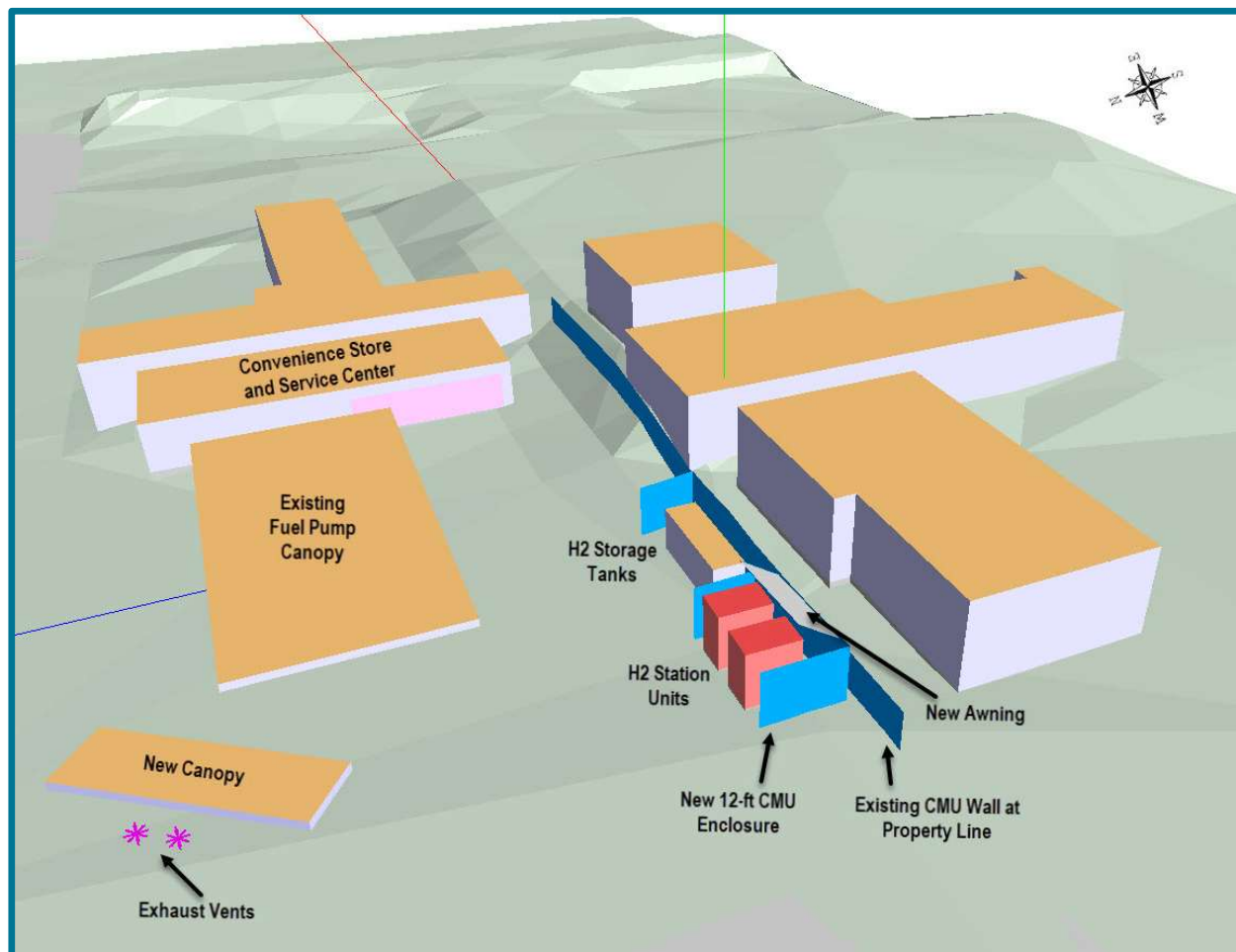
Noise emissions		
Dimension	Day 12 hour average	Night 12 hour average
Total LW	90,4	74,7
Lmax	104,4	104,4
Lr, 5m*	69,9	54,2
Lr, 10m*	63,9	48,2
Lr, 20m*	57,9	42,2
Lr, 40m*	51,8	36,1

The provided sound power levels for day and night were applied to the two H2Station® units as planned. The awning and new CMU wall, which provides significant noise mitigation of the units, were also added to the acoustic model. The Lmax levels were applied to the two 12-foot vent pipes at the northwest corner of the property, which emit the loudest noise levels momentarily as each customer finishes fueling. For this model, we assumed full customer capacity and the fueling station during the daytime and 50% capacity at night. As such, we assumed the vents operated with a duty cycle of a total of 1 minute per hour during the day and 30 seconds per hour at night.

A parking area was also located along the southern property line and was reduced in size to provide space for the new H2Station® units. As the client has observed in prior Hydrogen fueling projects with similar scope, the overall traffic activity at the fueling station is not expected to increase. While the overall noise levels resulting from customer traffic should remain the same, fueling station traffic is not generally consistent throughout the day, and was not included in the model in order to provide a more conservative evaluation of the predicted levels for the proposed project.

A 3D visualization of the model is shown below in Figure 8, where the new H2Station® units are represented by the red boxes. The resulting daytime and nighttime noise contour plots, shown in Figure 9, illustrate the expected noise radiating from the H2Station® units at the southwest corner of the property and 12-foot vents at the northwest corner as well as the mitigation effects of the new awning and 12-foot CMU wall surrounding the equipment.



**Figure 8: 3D View of Project**

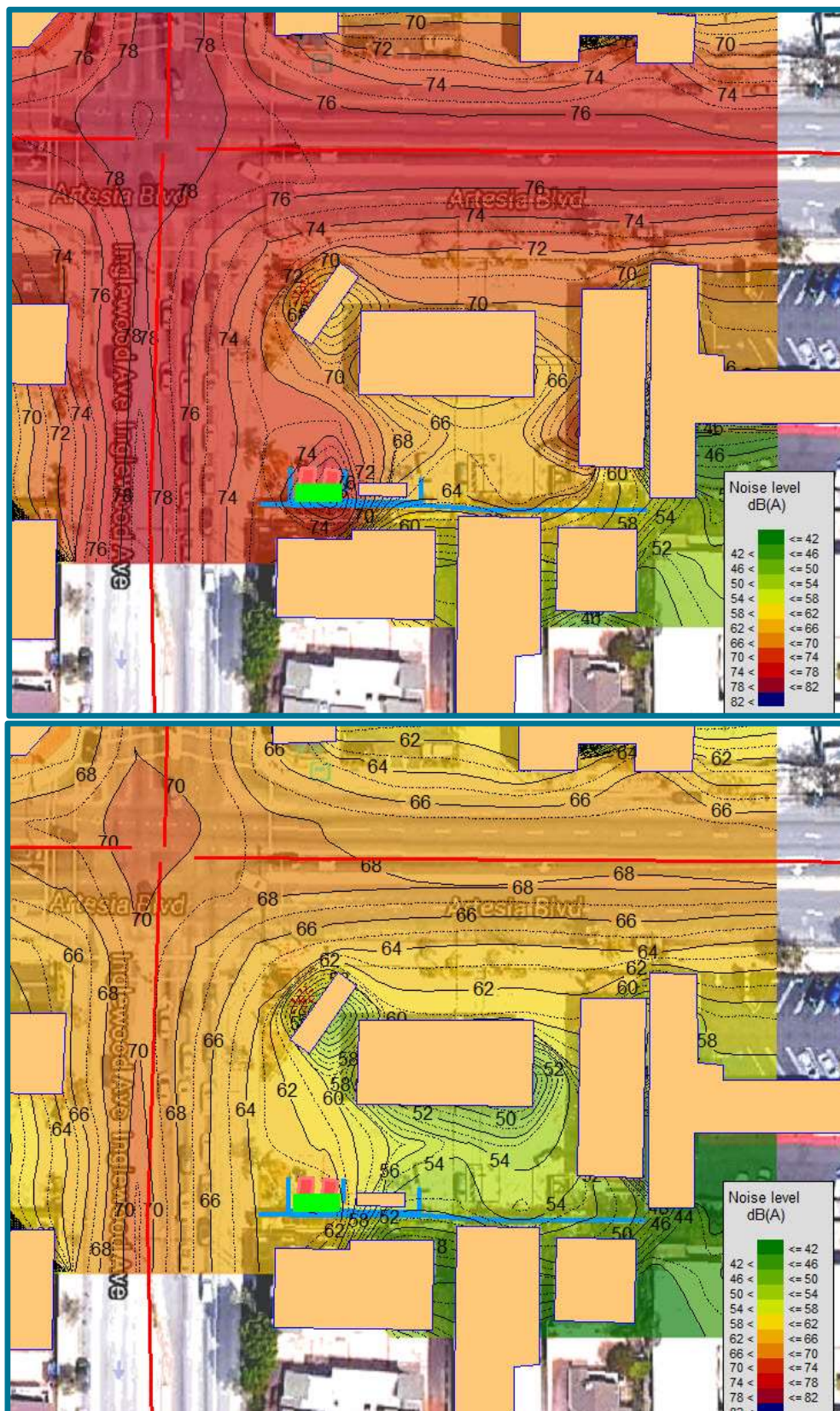
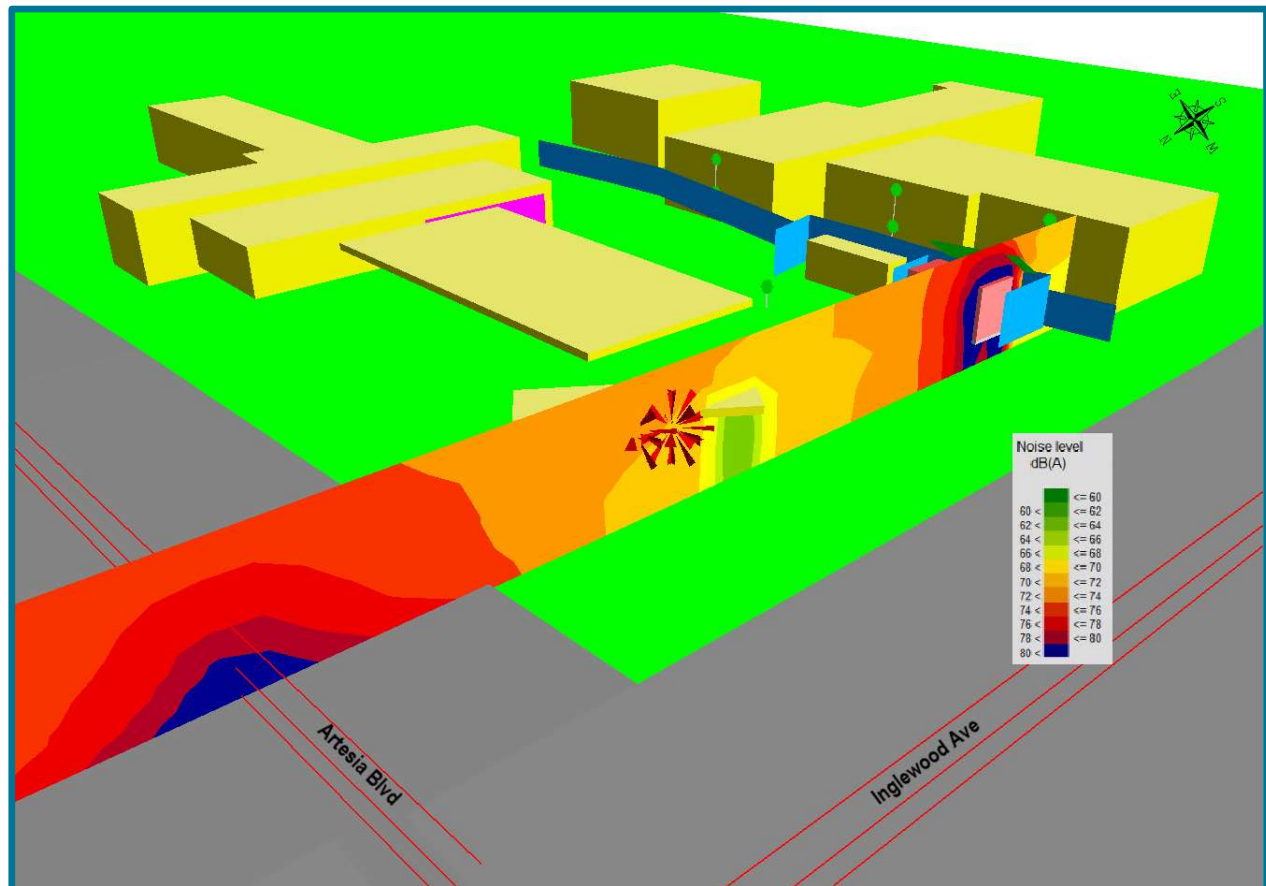
**Figure 9: Daytime (top) and Nighttime (bottom) Noise Contours with Project**



Figure 10, below, shows another perspective on the sound level contours for the vertical cross section through the Artesia Boulevard traffic, new H2 fueling canopy, H2Station® unit, awning, and CMU walls.

**Figure 10: N-S Section Through Noise Contours Emitted By Two H2Station® Units**



### 4.3 Future Noise Levels (2040)

With a population and traffic increase of 1% per year it is calculated that sound levels will increase no more than 1 dB in 20 years. It is also of note that, as electric and hydrogen vehicles become more and more prevalent, traffic noise levels are anticipated to be reduced.

### 4.4 Vibration

This project is expected to comply with the City's Municipal Code regulations for vibration,  
**Section 4-24.504 Vibration:**

*The operation or permitting the operation of any device which creates vibration which is above the vibration perception threshold of an individual at or beyond the property boundary of the source if on private property, or at 150 feet (forty-six (46) meters) from the source if on a public space or public right-of-way, shall be prohibited. For the purposes of this section, "vibration perception threshold" shall mean the minimum ground or structure-borne vibrational motion necessary to cause a normal person to be aware of the vibration by such direct means as, but not limited to, sensation by touch or the visual observation of moving objects. The perception threshold shall be presumed to be .001 "g's" in the frequency range from zero to thirty (30) Hz and .003 "g's" in the frequency range between thirty (30) and 100 Hz. (§ 1, Ord. 2183 c.s., eff. August 11, 1976)*

Vibration from the compressors of the two H2Station "cabinets" within the equipment yard may be perceptible by touch. However, as these units are contained within the equipment yard, this equipment is not accessible to unauthorized personnel. As such, this is not a significant impact.

#### 4.5 Short Term Construction Noise and Vibration

The project construction should comply with the construction regulations of the Municipal Code, **Section 4-24.503 Construction Noise:**

(a) *All construction activity shall be prohibited, except between hours of 7:00 a.m. and 6:00 p.m. on Monday, Tuesday, Wednesday, Thursday, and Friday and between the hours of 9:00 a.m. and 5:00 p.m. on Saturday. No construction activity shall be permitted on Sunday, or the days on which the holidays designated as Memorial Day, the Fourth of July, Labor Day, Thanksgiving Day, Christmas Day, and New Year's Day are observed.*

(b) *In the case of an emergency, the Building Officer may issue a permit for construction activity for periods during which construction activity is prohibited by subsection (a) of this section. Such permit shall be issued for only the period of the emergency. Where feasible, the Building Officer shall notify the residential occupants within 300 feet of any emergency construction activity of the issuance of any permit authorized by this subsection.*

(c) *If the Building Officer should determine that the peace, comfort, and tranquility of the occupants of residential property will not be impaired because of the location or nature of the construction activity, the Building Officer may issue a permit for construction activity for periods during which construction activity is prohibited by subsection (a) of this section.*

(d) *For purposes of this section, "construction activity" shall mean the erection, excavation, demolition, alteration, or repair of any building.*

(e) *Exemption. This section shall not be applicable to minor repairs or routine maintenance of residential dwelling units. (§ 1, Ord. 2183 c.s., eff. August 11,*

*1976, as amended by § 2, Ord. 2535 c.s., eff. April 13, 1989, and § 1, Ord. 2608 c.s., eff. January 3, 1991)*

Construction of the project would generate noise that may temporarily increase noise levels at nearby residential receivers. Noise impacts resulting from construction depend on the noise generated by various pieces of construction equipment operating on site, the timing and duration of noise generating activities, and the distance between construction noise sources and sensitive receptors. Construction of the project would involve site improvements, excavation, construction of foundations, building framing, paving, and landscaping. The hauling of excavated material and construction materials would generate truck trips on local roadways. Construction activities for individual projects are typically carried out in stages. During each stage of construction, there would be a different mix of operating equipment. Construction noise levels would vary by stage and vary within stages based on the amount of equipment in operation and location where the equipment is operating. The phases of construction and associated larger equipment are shown in Table 2 below.

**Table 2: Large equipment used for construction**

Scope of Work	Anticipated Large Equipment
Grading	Dump Truck, Dozer, Backhoe
Utilities	Backhoe, Mini Excavator
Foundations and Pads	Concrete Mixer Truck, Concrete Pump
Framing	Forklift, Compressor
Driveways	Concrete Mixer Truck, Concrete Pump

Short-term construction activities for a project of this scope can generate moderate noise levels, especially during the construction of project infrastructure when limited heavy equipment is used. Noise impacts resulting from construction depend on the noise generated by various pieces of construction equipment, the timing and duration of noise generating activities, and the distance between construction noise sources and noise sensitive receptors. Specific sound levels from construction equipment are shown in Table 3. Since the nearest homes are approximately 80 feet away from the nearest project buildings, noise levels are expected to be in the 71-78dBA range at those receptors for the type of equipment expected here (in Table 2).

**Table 3: Typical Construction Equipment Noise Levels (dBA)**

Equipment Onsite	Typical Noise Level 50ft from Source	Typical Noise Level 400ft from Source	Typical Noise Level 800ft from Source	Typical Noise Level 1,000ft from Source	Typical Noise Level 1,600ft from Source
Air Compressor	78	60	54	52	48
Backhoe	78	60	54	52	48
Bobcat Tractor	78	60	54	52	48
Concrete Mixer	79	61	55	53	49
Bulldozer	82	64	58	56	52

Jack Hammer	89	71	65	63	59
Pavement Roller	80	62	56	54	50
Street Sweeper	82	64	58	56	52
Man Lift	75	57	51	49	45
Dump Truck	76	58	52	50	46
Notes: 1) The distances shown in this table represent minimum distances at which sources can be located from construction activity before a potentially significant impact would occur. 2) Noise levels based on actual maximum measured noise levels at 50 feet (Lmax). 3) Noise levels assume a noise attenuation rate of 6 dBA per doubling of distance. Source: FHWA Roadway Construction Noise Model (2006) Users Guide Table 1.					

The project developer/applicant is expected to adhere to San Diego's requirements for construction activities with respect to hours of operation, muffling of internal combustion engines, and other factors which affect construction noise generation and its effects on noise sensitive land uses. Therefore, the following controls should be adhered to during Project construction:

- Limit noise-generating construction operations to between the least noise-sensitive periods of the daytime hours Monday through Saturday; no construction operations on Sundays or holidays
- Ensure that construction equipment is properly maintained and equip all internal combustion engine-driven equipment with intake and exhaust mufflers that are in good condition and appropriate for the equipment.
- Locate stationary noise generating equipment (e.g., compressors) and equipment staging areas as far as possible from adjacent residential receivers.

It is recommended, but not required, that the project developer/applicant designate a "disturbance coordinator" responsible for responding to any complaints about construction noise. The disturbance coordinator will determine the cause of the noise complaint (e.g., bad muffler, etc.) and will require that reasonable measures be implemented to correct the problem.

Implementation of the controls outlined by the above measures would reduce construction noise levels emanating from the site, limit construction hours, and minimize disruption and annoyance.

With the implementation of these controls, and the limited duration of the noise generating construction period, the substantial temporary increase in ambient noise levels associated with construction activities would be less-than-significant.

## 5 Project Compliance Evaluation and Conclusion

Three receiver locations at the residential properties nearest to the new H2Station® units were identified and evaluated for potential impact. As discussed in Section 3.3, an increase of 5 dB or more is not allowable per the Redondo Beach Municipal Code. Based on this evaluation, the daytime and nighttime noise levels at these locations are not anticipated to increase by more than

1 dB with the Project, including the planned awning and CMU wall surrounding three sides of the new H2Station® units. As such, the project as designed meets all applicable acoustic regulations and requirements with no additional noise mitigation required above or beyond typical best architectural design practices.

Additionally, CEQA requirements are answered below.

Would the project result in:

- a) generation of noise levels in excess of standards established in the local General Plan or Noise Ordinance, or applicable standards of other agencies? **The project has incorporated mitigation measures into the design which reduce the anticipated increase in noise due to operational equipment of the project down to 1dB above existing road traffic noise levels. Mitigation measures—namely the relocation of vent stacks to NW corner of site, a 12-foot-high solid 3-sided CMU wall around the equipment yard, and awning above equipment—are determined to be sufficient and reasonable measures to bring the levels down to less than significant.**
- b) generation of excessive ground-borne vibration or ground-borne noise levels? **Less than significant. Vibration of the H2Station cabinets are contained within the equipment yard.**
- c) For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels? **Not applicable**

## Appendix

### 5.1 Terminology/Glossary

#### **A-Weighted Sound Level (dBA)**

The sound pressure level in decibels as measured on a sound level meter using the internationally standardized A-weighting filter or as computed from sound spectral data to which A-weighting adjustments have been made. A-weighting de-emphasizes the low and very high frequency components of the sound in a manner similar to the response of the average human ear. A-weighted sound levels correlate well with subjective reactions of people to noise and are universally used for community noise evaluations.

#### **Air-borne Sound**

Sound that travels through the air, differentiated from structure-borne sound.

#### **Ambient Sound Level**

The prevailing general sound level existing at a location or in a space, which usually consists of a composite of sounds from many sources near and far. The ambient level is typically defined by the  $L_{eq}$  level.

#### **Background Sound Level**

The underlying, ever-present lower level noise that remains in the absence of intrusive or intermittent sounds. Distant sources, such as Traffic, typically make up the background. The background level is generally defined by the  $L_{90}$  percentile noise level.

#### **Community Noise Equivalent Level (CNEL)**

The  $L_{eq}$  of the A-weighted noise level over a 24-hour period with a 5 dB penalty applied to noise levels between 7 p.m. and 10 p.m. and a 10 dB penalty applied to noise levels between 10 p.m. and 7 a.m. CNEL is similar to  $L_{dn}$ .

#### **Day-Night Sound Level ( $L_{dn}$ )**

The  $L_{eq}$  of the A-weighted noise level over a 24-hour period with a 10 dB penalty applied to noise levels between 10 p.m. and 7 a.m.  $L_{dn}$  is similar to CNEL.

#### **Decibel (dB):**

The decibel is a measure on a logarithmic scale of the magnitude of a particular quantity (such as sound pressure, sound power, sound intensity) with respect to a reference quantity.

#### **DBA or dB(A)**

A-weighted sound level. The ear does not respond equally to all frequencies and is less sensitive at low and high frequencies than it is at medium or speech range frequencies. Thus, to obtain a single number representing the sound level of a noise containing a wide range of frequencies in a manner representative of the ear's response, it is necessary to reduce the effects of the low and high frequencies with respect to the medium frequencies. The resultant sound level is said to be A-weighted, and the units are dBA. The A-weighted sound level is also called the noise level.

#### **Energy Equivalent Level ( $L_{eq}$ )**

Because sound levels can vary markedly in intensity over a short period of time, some method for describing either the average character of the sound or the statistical behavior of the variations must be utilized. Most commonly, one describes ambient sounds in terms of an

average level that has the same acoustical energy as the summation of all the time-varying events. This energy-equivalent sound/noise descriptor is called  $L_{eq}$ . In this report, an hourly period is used.

### **Field Sound Transmission Class (FSTC)**

A single number rating similar to STC, except that the transmission loss values used to derive the FSTC are measured in the field. All sound transmitted from the source room to the receiving room is assumed to be through the separating wall or floor-ceiling assembly.

### **Outdoor-Indoor Transmission Class (OITC)**

A single number classification, specified by the American Society for Testing and Materials (ASTM E 1332 issued 1994), that establishes the A-weighted sound level reduction provided by building facade components (walls, doors, windows, and combinations thereof), based upon a reference sound spectrum that is an average of typical air, road, and rail transportation sources. The OITC is the preferred rating when exterior façade components are exposed to a noise environment dominated by transportation sources.

### **Percentile Sound Level, $L_n$**

The noise level exceeded during  $n$  percent of the measurement period, where  $n$  is a number between 0 and 100 (e.g.,  $L_{10}$  or  $L_{90}$ )

### **Sound Transmission Class (STC)**

STC is a single number rating, specified by the American Society for Testing and Materials, which can be used to measure the sound insulation properties for comparing the sound transmission capability, in decibels, of interior building partitions for noise sources such as speech, radio, and television. It is used extensively for rating sound insulation characteristics of building materials and products.

### **Structure-Borne Sound**

Sound propagating through building structure. Rapidly fluctuating elastic waves in gypsum board, joists, studs, etc.

### **Sound Exposure Level (SEL)**

SEL is the sound exposure level, defined as a single number rating indicating the total energy of a discrete noise-generating event (e.g., an aircraft flyover) compressed into a 1-second time duration. This level is handy as a consistent rating method that may be combined with other SEL and  $L_{eq}$  readings to provide a complete noise scenario for measurements and predictions. However, care must be taken in the use of these values since they may be misleading because their numeric value is higher than any sound level which existed during the measurement period.

### **Subjective Loudness Level**

In addition to precision measurement of sound level changes, there is a subjective characteristic which describes how most people respond to sound:

- A change in sound level of 3 dBA is *barely perceptible* by most listeners.
- A change in level of 6 dBA is *clearly perceptible*.
- A change of 10 dBA is perceived by most people as being *twice* (or *half*) as loud.



## 5.2 FHWA Traffic Noise Model

The Federal Highway Administration Traffic Noise Model (TNM) used for the sound level analysis in this study, contains the following components:

1. Modeling of five standard vehicle types, including automobiles, medium trucks, heavy trucks, buses, and motorcycles, as well as user-defined vehicles.
2. Modeling both constant- and interrupted-flow traffic using a field-measured data base.
3. Modeling effects of different pavement types, as well as the effects of graded roadways.
4. Sound level computations based on a one-third octave-band data base and algorithms.
5. Graphically-interactive noise barrier design and optimization.
6. Attenuation over/through rows of buildings and dense vegetation.
7. Multiple diffraction analysis.
8. Parallel barrier analysis.
9. Contour analysis, including sound level contours, barrier insertion loss contours, and sound-level difference contours.

These components are supported by a scientifically founded and experimentally calibrated acoustic computation methodology, as well as a flexible data base, made up of over 6000 individual pass-by events measured at forty sites across the country.

## 5.3 SoundPLAN Acoustics Software

SoundPLAN, the software used for this acoustic analysis, is an acoustic ray-tracing program dedicated to the prediction of noise in the environment. Noise emitted by various sources propagates and disperses over a given terrain in accordance with the laws of physics. Worldwide, governments and engineering associations have created algorithms to calculate acoustical phenomena to standardize the assessment of physical scenarios. Accuracy has been validated in published studies to be  $\pm 2.7$  dBA with an 85% confidence level.

The software calculates sound attenuation of environmental noise, even over complex terrain, uneven ground conditions, and with complex obstacles. The modeling software calculates the sound field in accordance with ISO 9613-2 “Acoustics - Attenuation of sound during propagation outdoors, Part 2: General Method of Calculation.” This standard states that “this part of ISO 9613 specifies an engineering method for calculating the attenuation of sound during propagation outdoors, in order to predict the levels of environmental noise at a distance from a variety of sources. The method predicts the equivalent continuous A-weighted sound pressure level under meteorological conditions favorable to propagation from sources of known sound emissions. These conditions are for downwind propagation under a well-developed moderate ground-based temperature inversion, such as commonly occurs at night.”

## 5.4 Characteristics of Sound

When an object vibrates, it radiates part of its energy as acoustical pressure in the form of a sound wave. Sound can be described in terms of amplitude (loudness), frequency (pitch), or duration (time). The human hearing system is not equally sensitive to sound at all frequencies. Therefore, to approximate this human, frequency-dependent response, the A-weighted filter system is used to adjust measured sound levels. The normal range of human hearing extends from approximately 0 to 140 dBA. Unlike linear units such as inches or pounds, decibels are measured on a logarithmic scale, representing points on a sharply rising curve. Because of the physical characteristics of noise transmission and of noise perception, the relative loudness of sound does not closely match the actual amounts of sound energy. Table 4 below presents the subjective effect of changes in sound pressure levels.

**Table 4: Sound Level Change Relative Loudness/Acoustic Energy Loss**

0 dBA	Reference 0%
-3 dBA	Barely Perceptible Change 50%
-5 dBA	Readily Perceptible Change 67%
-10 dBA	Half as Loud 90%
-20 dBA	1/4 as Loud 99%
-30 dBA	1/8 as Loud 99.9%

*Source: Highway Traffic Noise Analysis and Abatement Policy and Guidance, U.S. Department of Transportation, Federal Highway Administration, Office of Environment and Planning, Noise and Air Quality Branch, June 1995.*

Sound levels are generated from a source and their decibel level decreases as the distance from that source increases. Sound dissipates exponentially with distance from the noise source. This phenomenon is known as spreading loss. Generally, sound levels from a point source will decrease by 6 dBA for each doubling of distance. Sound levels for a highway line source vary differently with distance because sound pressure waves propagate along the line and overlap at the point of measurement. A closely spaced, continuous line of vehicles along a roadway becomes a line source and produces a 3 dBA decrease in sound level for each doubling of distance. However, experimental evidence has shown that where sound from a highway propagates close to “soft” ground (e.g., plowed farmland, grass, crops, etc.), a more suitable drop-off rate to use is not 3.0 dBA but rather 4.5 dBA per distance doubling (FHWA 2010).

When sound is measured for distinct time intervals, the statistical distribution of the overall sound level during that period can be obtained. The  $L_{eq}$  is the most common parameter associated with such measurements. The  $L_{eq}$  metric is a single-number noise descriptor that represents the average sound level over a given period of time. For example, the L50 noise level is the level that is exceeded 50 percent of the time. This level is also the level that is exceeded 30 minutes in an hour. Similarly, the L02, L08 and L25 values are the noise levels that are exceeded 2, 8, and 25 percent of the time or 1, 5, and 15 minutes per hour. Other values typically noted during a noise survey are the  $L_{min}$  and  $L_{max}$ . These values represent the minimum and maximum root-mean-square noise levels obtained over the measurement period.

Because community receptors are more sensitive to unwanted noise intrusion during the evening and at night, State law requires that, for planning purposes, an artificial dB increment be added to quiet-time noise levels in a 24-hour noise descriptor called the CNEL or  $L_{dn}$ . This increment is incorporated in the calculation of CNEL or  $L_{dn}$ , described earlier.

## 6 References

1. American National Standards Institute, Inc. 2004. *ANSI 1994 American National Standard Acoustical Terminology*. ANSI S.1.-1994, (R2004), New York, NY.
2. City of Redondo Beach Municipal Code, Chapter 24, Noise Regulation.
3. Federal Highway Administration. 2006. *FHWA Roadway Construction Noise Model User's Guide Final Report*. FHWA-HEP-05-054 DOT-VNTSC-FHWA-05-01

**Prior Hydrogen Station Equipment  
Enclosures – Sample Photos**



This is a full view of the station on Third Street in San Francisco. The adjacent building is a residential condominium.



Same station, view facing the adjacent street/sidewalk





View of the same station, with the surroundings. Hydrogen enclosure is located immediately behind the fire hydrant on the corner.



This is a photo of the equipment storage at the site on Harrison Street in San Francisco.



Another view of the Harrison Street equipment enclosure.



This is the Harrison Street station within its surroundings (a residential structure is adjacent here as well).





**Mobil**

Cash/Mobil Card		Credit/Debit
3.39	Regular Gasoline	3.49
3.49	Extra Gasoline	3.59
3.59	Supreme Gasoline	3.69
3.69	Diesel	3.79

**Car Care**

**Iwatani**

**H<sub>2</sub> Hydrogen Station**

**FOOD MART**





**Mobil**  
CreditCard Card CreditCard  
3.39 3.49  
3.49 3.59  
3.59 3.69  
3.69 3.79  
Car Care

gold

gold

OOD MARK

EXPRESS LANE

TIME LIFE

EXPRESS LANE

TIME LIFE



## **BLUE FOLDER ITEM**

*Blue folder items are additional back up material to administrative reports and/or public comments received after the printing and distribution of the agenda packet for receive and file.*

### **PLANNING COMMISSION MEETING May 20, 2021**

**J.1. PUBLIC HEARING FOR CONSIDERATION OF AN EXEMPTION DECLARATION, CONDITIONAL USE PERMIT, PLANNING COMMISSION DESIGN REVIEW, AND VARIANCE TO ALLOW THE INSTALLATION AND OPERATION OF A HYDROGEN FUELING STATION WITH A REDUCTION IN THE PARKING REQUIREMENT FOR AN EXISTING AUTOMOBILE SERVICE STATION ON PROPERTY LOCATED WITHIN A COMMERCIAL (C-2) ZONE.**

APPLICANT: FIELDER GROUP  
ADDRESS: 2714 ARTESIA BOULEVARD  
CASE NOS: CUP-2021-01; PCDR-2021-01; VAR-2021-01

**CONTACT:** STACEY KINSELLA, ASSOCIATE PLANNER

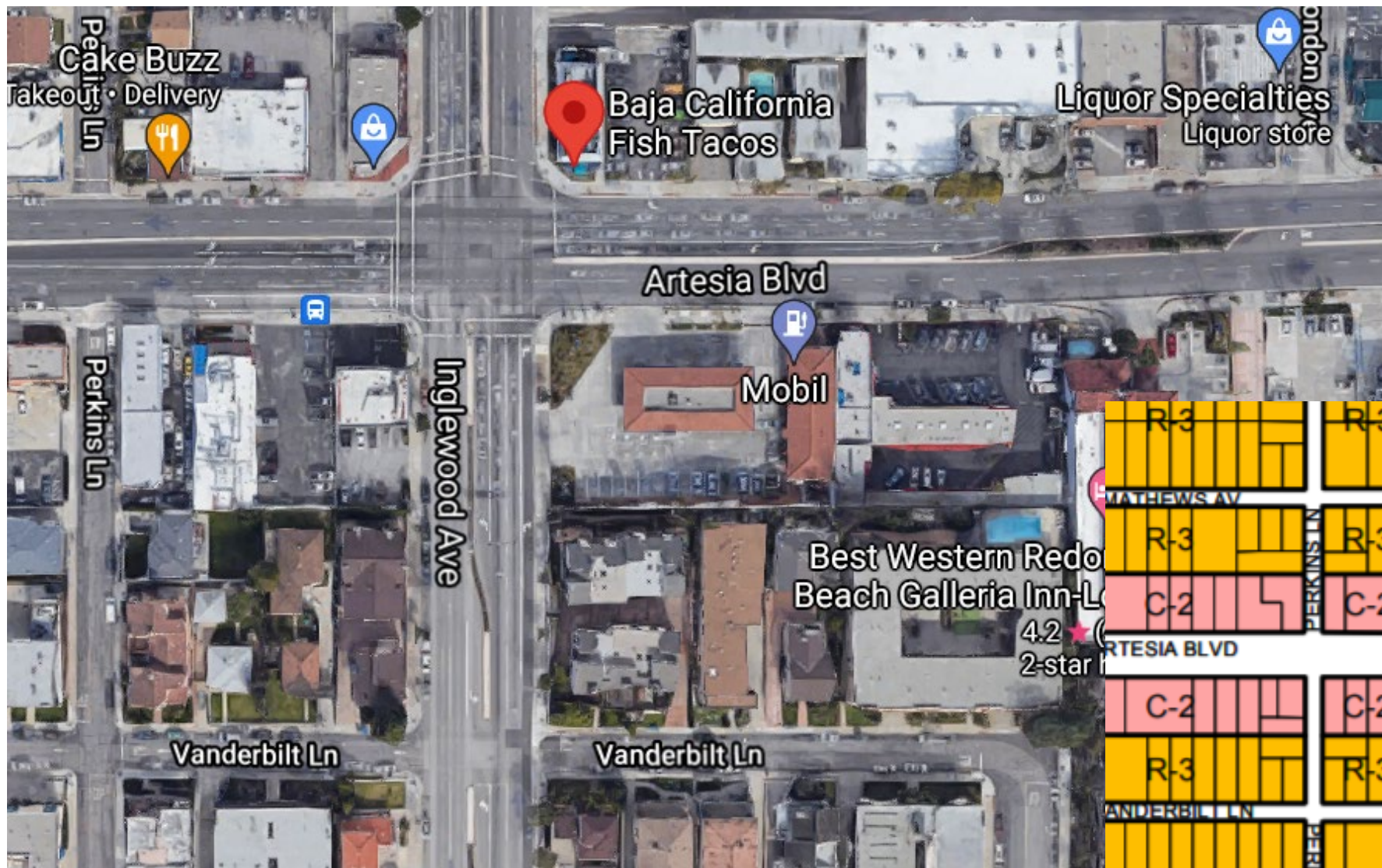
- PowerPoint Presentation

# CONSIDERATION OF AN EXEMPTION DECLARATION, CONDITIONAL USE PERMIT, PLANNING COMMISSION DESIGN REVIEW, AND VARIANCE FOR A HYDROGEN FUELING STATION AT AN EXISTING SERVICE STATION

2714 ARTESIA BOULEVARD

## SUBJECT SITE

- Located at the corner of Inglewood and Artesia Boulevards
- Site is Zoned C-2 Commercial
- Properties to the east and west are also C-2, retail and office uses
- Property to the north is quick-service restaurant (Lawndale)
- Property to the south is R-3 Multi-Family Residential, facing Vanderbilt Lane





# BACKGROUND

- Site developed as a service station in 1969
- CUP granted in 1987 for the removal/rebuilding of a new station
- Another CUP in 1994 – Remediation for the petroleum-impacted soil



## PROPOSED ISLAND & EQUIPMENT

- Pump island to be located near the northwestern corner
- Two dispensers, vent stacks, and a canopy 21 feet in height
- Equipment storage area towards the southern property line
- 8-foot high fence enclosure
- Station modules at 12 feet in height with vent stacks
- Awning for screening approximately 16.5 feet in height
- Grade change between station and residential
- 6-foot grade difference at sidewalk, but increases eastward
- Rear property line wall varies in height - Approximately 11.5 to 14.5 feet













Examples of equipment enclosures in San Francisco



# CONDITIONAL USE PERMIT

- General Plan, resident-serving commercial services along main commercial corridor
- Pump island meets 16-foot setback
- Canopy below 30-foot building height limit
- Equipment enclosure meets allowable 8-foot fencing
- Three driveway access points
- Parking study notes adequate parking
- No foreseeable impacts to adjacent commercial properties
- Grade change with residential – little to no visual impact
- Acoustical analysis – Increase of only one (1) dB

# PLANNING COMMISSION DESIGN REVIEW

- Maintain 18-foot min. driveway aisles for two-way traffic
- No natural terrain, but condition to improve landscaping
- Futuristic in design with green and white colors
- While in contrast to existing gas station, the contrast highlights the new environmentally-friendly fuel option
- Equipment enclosure is in earth tones
- Awning is green to match pump island

## VARIANCE FOR PARKING

- Service Stations – 3 parking spaces per service bay
- 4 bays means 12 parking spaces total
- 13 existing spaces – Only 5 to remain plus 2 proposed parking spaces parallel to Artesia – 7 parking spaces
- Parking study – Two weekdays and Two weekend days
- Max. 6 spaces utilized, not including the 12 temporary parking spaces at the pump islands
- 7 proposed parking spaces sufficient
- Study reviewed and approved by the City Traffic Engineer



## VARIANCE FINDINGS

- There are special circumstances applicable to the property, including size, shape, topography, location, or surrounding:
  - The location and site configuration of the existing station with fixed driveway locations, two way driveway aisles for vehicle and fuel tanker trucks significantly limits the ability to accommodate the additional pump island and associated hydrogen fueling equipment while maintaining required driveway aisles and adequate parking.
- The parking adjustment does not constitute a granting of special privileges. Parking adjustments are accommodated for businesses when parking studies demonstrate adequate parking is maintained. This approval is specific to the special circumstances of this site.
- The granting of this Variance in parking still supports the General Plan to have resident-serving commercial uses along this major corridor. Alternative fuel options serves the whole community.

# COORDINATION

- Pre-Application meeting in April 2020
- Following September application submittal, materials routed to City Departments
- Fire Department - Comments regarding emergency stuff off, leak detection, etc.
- Engineering Division – Comments regarding ADA curb ramp, corner easement, all driveways to be reconstructed with pedestrian pathways
- All of these elements are conditions of approval within the proposed Resolution

## STAFF RECOMMENDATION

Staff recommends that the Planning Commission adopt the Exemption Declaration, approve the Conditional Use Permit, approve the Planning Commission Design Review, and approve the Variance for a new Hydrogen Fueling Station and related equipment at 2714 Artesia Boulevard



# Administrative Report

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J.2., File # PC21-2488

Meeting Date: 5/20/2021

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**To: PLANNING COMMISSION**

**From: ANTONIO GARDEA, SENIOR PLANNER**

## **TITLE**

PUBLIC HEARING FOR CONSIDERATION OF AN EXEMPTION DECLARATION AND VARIANCE FOR A REDUCED REAR YARD SETBACK TO CONSTRUCT A NEW ATTACHED TWO-CAR GARAGE, WITH A SECOND-STORY ADDITION ABOVE, ON PROPERTY LOCATED IN A LOW-DENSITY MULTIPLE-FAMILY RESIDENTIAL (R-2) ZONE.

APPLICANT: STEWART AND CHIKAKO HOFFMAN

**ADDRESS: 2323 CLARK LANE**

CASE NO: VAR-2021-02

## **RECOMMENDATION:**

1. Open public hearing and administer oath;
2. Take testimony from staff, applicant, and interested parties;
3. Close public hearing and deliberate;
4. Adopt a resolution by title only approving the request subject to the findings and conditions contained therein:

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF REDONDO BEACH, CALIFORNIA, APPROVING AN EXEMPTION DECLARATION AND GRANTING THE REQUEST FOR A VARIANCE TO ALLOW THE CONSTRUCTION OF A NEW TWO-CAR GARAGE WITH A SECOND-STORY ABOVE ATTACHED TO THE MAIN RESIDENCE ON PROPERTY LOCATED WITHIN A LOW-DENSITY, MULTIPLE-FAMILY RESIDENTIAL (R-2) ZONE AT 2323 CLARK LANE.

## **BACKGROUND**

The site is located at the northwest corner of Mackay Lane and Clark Lane. The subject site is zoned Low-Density Multiple-Family Residential (R-2). The property is generally rectangular in shape with a lot width of approximately 50 feet and a lot depth of approximately 90 feet. The lot size is approximately 4,445 square feet, which makes this property legal nonconforming, in terms of both minimum lot depth (100 feet) and minimum lot size (5,000 square feet). The property slopes upward from the street east/west and north/south. The property is developed with a single-family residence (859 sf) and a detached, single-car garage (c. 1953/1954). The existing house is also a legal, non-conforming building in terms of minimum required parking spaces (two enclosed parking spaces are required per single-family dwelling unit).

On July 17, 2014, the Planning Commission granted a four-foot, two-inch (4'-2") setback Variance for a proposed addition with a two-car garage to the subject property (P.C. Case No. 2014-07-PC-008). The applicants (owners) were unable to proceed with the project within the 36-month vesting window and the land use entitlement expired. The property owners are now seeking a similar entitlement.

The primary structure (single-family residence) and detached accessory structure have different setback requirements. The existing setbacks comply with the zoning code requirements as the table that follows indicates.

Table 1: Setbacks				
	House		Garage	
Setback	Required	Provided	Required	Provided
Front (S - Clark)	20' Avg.	25.5'	5'*	8'
Side (W)	5'	14.6'	0	10'
Side (E- MacKay)	5'	10.0'	0	17.5'
Rear (N)	15' Avg.	25.5'	0	5'

\*Min. Building Separation

Surrounding properties are multi-family, multi-story structures with the exception of the property to the rear (north) that is 60' x 50' in size and is developed with a single-story, single-family residence. Five of the seven properties around the intersection of Clark and MacKay Lanes have been granted exceptions by the Planning Commission and the Land Use Administrator. The following setback Modifications and parking Variances have been granted to immediately adjacent properties:

- 1305 MacKay Lane - (Modification Case No. M-99-17)
- 1204 MacKay Lane (P.C. Case No. 1846-87-58)
- 2401 Clark Lane (P.C. Case No. 1846-91-12)
- 2322 Clark Lane (P.C. Case No. 1846-77-87)
- 1304 MacKay Lane (P.C. Case No. 98-12)

The application includes signatures from surrounding residents, including a letter from the property owner immediately to the north, indicating their support of the project.

#### **DETAILED DESCRIPTION OF REQUEST:**

The property owner seeks a Variance to allow the construction of a two-story addition (accessory dwelling unit) with an attached two-car garage that encroaches into the required setback. The applicant is proposing to demolish the existing single-car detached garage and construct an attached two-car garage with a street-facing setback that will allow two vehicles to be parked on the driveway without obstructing the public sidewalk or street. The existing residence will remain as is.

The portion of the project that requires the discretionary approval of the Planning Commission is the request for a Variance that would allow the newly constructed, two-car attached garage and second story accessory dwelling unit (ADU) to have a rear setback of five feet. Once the garage becomes attached to the residence, the entire structure must meet the required rear setback of the R-2 zone,

which is an average of fifteen (15) feet, but no point less than ten (10) feet at any point.

### **EVALUATION OF REQUEST:**

#### **Addition (Garage)**

The property owner has the option to undertake an addition without providing additional parking spaces, under the legal non-conforming provisions of the Zoning Code. Under this option, the property owners would experience substantial disruption. In order to complete the project, the addition would need to be constructed over the existing structure. Staff discussed a number of options with the applicant, including removing the existing garage and replacing it with a two-car, single-story garage located toward the northwest corner of the property and replacement of the garage with an ADU.

The location of the current residence makes it impractical to provide a two-car garage on the property. The difficulty with the subject property stems from the fact that it is substandard in terms of lot depth and lot size. The least disruptive option allowing the owners to reinvest in their property and provide the on-site parking spaces is to undertake the addition in the proposed location subject to the Planning Commission's consideration of the setback Variance for the two-car garage.

#### **Setbacks**

The setback requirements are different for primary structures and detached accessory buildings (the detached garage in this case): 1) Municipal Code Section 10-2.513 (e) (3) states, "[t]he rear setback shall average no less than fifteen (15) feet, but at no point be less than ten (10) feet"; and 2) Municipal Code Section 10-2.1500 (c) (4) states no rear setback is required, except for habitable structures, garages facing an alley, or reverse corner lots. As noted above, the house and garage are both considered conforming (in terms of setbacks) as an existing primary residence and detached accessory structure.

It is not physically possible to remove the existing garage and replace it with an attached, two-car garage that complies with the required 15-foot rear setback without removing portions of the house. As noted above, the house is set back approximately 25 feet, six inches. The minimum interior width of a two-car garage is 18 feet, which thereby requires a minimum of 33 feet distance to the property line. The proposed garage is approximately 20 feet in width, leaving a five-foot rear setback. The setbacks for the proposed project are as follows:

Setback	Required	Existing	Proposed
Front (South)	20' Average	25.5'	25.5'
Exterior (West) <u>Side</u> (MacKay Lane)	5' Minimum	10'	10'
Interior Side (West)	5' Minimum	14.6'	14.6'
Rear (North)	15' Average, 10' Min.	5' (Ex. Garage)	<b>5' Min.</b>

#### **Outdoor usable open space**

Typically, the rear yard is the outdoor useable open space. Many of the R-2 zoned properties are

developed with two units. The front-facing garage prohibition outlined within the Residential Design Guidelines poses a design challenge for dwelling units at the front half of the property. Depending on the location and lot width, the private yard of the front unit may be located in the 20-foot space between the two units. However, this configuration requires that the garage be side-loaded and placed towards the front of the property. The house would have to be demolished and reconfigured to comply with these restrictions.

Since this is a single-family residence, a minimum outdoor living area of 800 square-feet is required. As a side note, the required minimum space is reduced for condominium units and apartments to 450 and 400 square feet, respectively. In this case, the interior yard on the west side of the house serves as the private yard. The entire side yard counts as the outdoor useable open space, which is approximately 565 square feet in area. Because it is directly accessed from the living (great) room, the area counts as twice the actual size - 1,130 square feet. As such, the required minimum outdoor living space of 800 square feet is met. In addition, the front yard and side yard facing MacKay Lane substantially exceed the minimum required setbacks.

#### Accessory Dwelling Unit

The applicant indicates that the long-term intention of the project is to create an accessory dwelling unit, under the non-streamlined provisions of the Zoning Code. As a multiple-family zoned property, the ADU is subject to setback and height limitations.

#### Parking

An ADU located within ½ mile of a bus station is exempt from parking and no replacement parking is required for an ADU that replaces an existing garage. Thus, the garage could simply be replaced with an ADU (approx. 700 sf in size) with no on-site parking. If replacement parking is provided, the spaces may be provided in any configuration on the lot.

In the short term, the proposed project is beneficial to the owners as they intend to use the addition as an office space. In the long term, the project may be beneficial to surrounding residents as it could help increase the availability of on-street parking in the immediate vicinity. Currently, the property has only one enclosed parking space, and a substandard driveway (10' vs. 19' Req.). The proposed addition will have four parking spaces within the site: two spaces in a garage and two spaces on the driveway.

#### Findings

Pursuant to Section 10-2.2510 of the Redondo Beach Municipal Code, the Planning Commission may grant Variances from development standards where it is demonstrated that there are special circumstances applicable to the property. A Variance can only be granted when the Planning Commission makes the following findings of fact, as included in the draft Resolution (attached):

1. There are special circumstances applicable to the property, including size, shape, topography, location, or surroundings, such that the strict application of the zoning provisions deprives such property of privileges enjoyed by other property in the vicinity and under identical zone designation; *The property is unique in terms of its small size which is approximately 50 feet in width and 90 feet in depth for a total area of 4,500 square feet. The strict application of the Zoning Code requires removal of a portion of the house to provide an attached, two-car*



garage. The position of the house does not leave adequate space for an addition with a two-car detached garage; a minimum, 33-foot distance is necessary. The distance from the house to the rear (north) property line is 25 feet, which is insufficient to provide an 18-foot wide garage separated by 15 feet from the rear property line. An alternative detached garage would leave a very narrow six-foot separation between the house and a garage and a narrow, 12 by 15 foot space behind the garage. Surrounding properties abutting to the north and across the street on MacKay and Clark Lanes have been granted various exceptions to the Zoning Code allowing additions to the single-family homes.

2. Any Variance granted shall be subject to such conditions as will assure that the adjustment thereby authorized shall not constitute a grant of special privileges inconsistent with the limitations upon other properties in the vicinity and zone in which such property is situated; *The granting of a setback Variance is not a special privilege, nor would it be inconsistent with the limitations on other similar properties in that other residences are developed with reduced rear yard setbacks. Specifically, the properties at 1305 MacKay Lane and 1204 Clark Lane were granted a Modification permit and a Variance permit for reduced rear yard setbacks to build an addition to an existing house and a deck attached to a legal non-conforming house, respectively.*
3. The granting of a Variance shall not be contrary to the objectives of the Comprehensive General Plan. *The site is within an area designated as low-density, multiple-family residential and the construction of the addition is consistent with the Land Use Element goals, objectives, and policies for residential development (Objectives 1.11, & 1.12). The addition is designed with a similar form, exterior finishes and details as the existing house, conveys the visual character of the surrounding neighborhood, and provides adequate open space and privacy.*

The requested rear yard setback Variance is necessary to remodel and reinvest in a home that is reflective of the character and design of surrounding houses. Therefore, granting the Variance application would enable the property owners to enlarge their home in the same manner as other R-2 properties in the vicinity. The approval of a Variance for a reduced rear setback is justified. Staff recommends approval of the proposed project.

### **ENVIRONMENTAL STATUS:**

The proposed project is Categorical Exempt from the preparation of environmental documents pursuant to Section 15301 (Existing Facilities) of the Guidelines to Implementation of the California Environmental Quality Act (CEQA).

### **ATTACHMENTS**

Exemption Declaration  
Draft Resolution  
Application  
Architectural Drawings



# Administrative Report

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J.2., File # PC21-2488

Meeting Date: 5/20/2021

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**To: PLANNING COMMISSION**

**From: ANTONIO GARDEA, SENIOR PLANNER**

## **TITLE**

PUBLIC HEARING FOR CONSIDERATION OF AN EXEMPTION DECLARATION AND VARIANCE FOR A REDUCED REAR YARD SETBACK TO CONSTRUCT A NEW ATTACHED TWO-CAR GARAGE, WITH A SECOND-STORY ADDITION ABOVE, ON PROPERTY LOCATED IN A LOW-DENSITY MULTIPLE-FAMILY RESIDENTIAL (R-2) ZONE.

APPLICANT: STEWART AND CHIKAKO HOFFMAN

**ADDRESS: 2323 CLARK LANE**

CASE NO: VAR-2021-02

## **RECOMMENDATION:**

1. Open public hearing and administer oath;
2. Take testimony from staff, applicant, and interested parties;
3. Close public hearing and deliberate;
4. Adopt a resolution by title only approving the request subject to the findings and conditions contained therein:

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF REDONDO BEACH, CALIFORNIA, APPROVING AN EXEMPTION DECLARATION AND GRANTING THE REQUEST FOR A VARIANCE TO ALLOW THE CONSTRUCTION OF A NEW TWO-CAR GARAGE WITH A SECOND-STORY ABOVE ATTACHED TO THE MAIN RESIDENCE ON PROPERTY LOCATED WITHIN A LOW-DENSITY, MULTIPLE-FAMILY RESIDENTIAL (R-2) ZONE AT 2323 CLARK LANE.

## **BACKGROUND**

The site is located at the northwest corner of Mackay Lane and Clark Lane. The subject site is zoned Low-Density Multiple-Family Residential (R-2). The property is generally rectangular in shape with a lot width of approximately 50 feet and a lot depth of approximately 90 feet. The lot size is approximately 4,445 square feet, which makes this property legal nonconforming, in terms of both minimum lot depth (100 feet) and minimum lot size (5,000 square feet). The property slopes upward from the street east/west and north/south. The property is developed with a single-family residence (859 sf) and a detached, single-car garage (c. 1953/1954). The existing house is also a legal, non-conforming building in terms of minimum required parking spaces (two enclosed parking spaces are required per single-family dwelling unit).

On July 17, 2014, the Planning Commission granted a four-foot, two-inch (4'-2") setback Variance for a proposed addition with a two-car garage to the subject property (P.C. Case No. 2014-07-PC-008). The applicants (owners) were unable to proceed with the project within the 36-month vesting window and the land use entitlement expired. The property owners are now seeking a similar entitlement.

The primary structure (single-family residence) and detached accessory structure have different setback requirements. The existing setbacks comply with the zoning code requirements as the table that follows indicates.

Table 1: Setbacks				
	House		Garage	
Setback	Required	Provided	Required	Provided
Front (S - Clark)	20' Avg.	25.5'	5'*	8'
Side (W)	5'	14.6'	0	10'
Side (E- MacKay)	5'	10.0'	0	17.5'
Rear (N)	15' Avg.	25.5'	0	5'

\*Min. Building Separation

Surrounding properties are multi-family, multi-story structures with the exception of the property to the rear (north) that is 60' x 50' in size and is developed with a single-story, single-family residence. Five of the seven properties around the intersection of Clark and MacKay Lanes have been granted exceptions by the Planning Commission and the Land Use Administrator. The following setback Modifications and parking Variances have been granted to immediately adjacent properties:

- 1305 MacKay Lane - (Modification Case No. M-99-17)
- 1204 MacKay Lane (P.C. Case No. 1846-87-58)
- 2401 Clark Lane (P.C. Case No. 1846-91-12)
- 2322 Clark Lane (P.C. Case No. 1846-77-87)
- 1304 MacKay Lane (P.C. Case No. 98-12)

The application includes signatures from surrounding residents, including a letter from the property owner immediately to the north, indicating their support of the project.

#### **DETAILED DESCRIPTION OF REQUEST:**

The property owner seeks a Variance to allow the construction of a two-story addition (accessory dwelling unit) with an attached two-car garage that encroaches into the required setback. The applicant is proposing to demolish the existing single-car detached garage and construct an attached two-car garage with a street-facing setback that will allow two vehicles to be parked on the driveway without obstructing the public sidewalk or street. The existing residence will remain as is.

The portion of the project that requires the discretionary approval of the Planning Commission is the request for a Variance that would allow the newly constructed, two-car attached garage and second story accessory dwelling unit (ADU) to have a rear setback of five feet. Once the garage becomes attached to the residence, the entire structure must meet the required rear setback of the R-2 zone,

which is an average of fifteen (15) feet, but no point less than ten (10) feet at any point.

### **EVALUATION OF REQUEST:**

#### **Addition (Garage)**

The property owner has the option to undertake an addition without providing additional parking spaces, under the legal non-conforming provisions of the Zoning Code. Under this option, the property owners would experience substantial disruption. In order to complete the project, the addition would need to be constructed over the existing structure. Staff discussed a number of options with the applicant, including removing the existing garage and replacing it with a two-car, single-story garage located toward the northwest corner of the property and replacement of the garage with an ADU.

The location of the current residence makes it impractical to provide a two-car garage on the property. The difficulty with the subject property stems from the fact that it is substandard in terms of lot depth and lot size. The least disruptive option allowing the owners to reinvest in their property and provide the on-site parking spaces is to undertake the addition in the proposed location subject to the Planning Commission's consideration of the setback Variance for the two-car garage.

#### **Setbacks**

The setback requirements are different for primary structures and detached accessory buildings (the detached garage in this case): 1) Municipal Code Section 10-2.513 (e) (3) states, "[t]he rear setback shall average no less than fifteen (15) feet, but at no point be less than ten (10) feet"; and 2) Municipal Code Section 10-2.1500 (c) (4) states no rear setback is required, except for habitable structures, garages facing an alley, or reverse corner lots. As noted above, the house and garage are both considered conforming (in terms of setbacks) as an existing primary residence and detached accessory structure.

It is not physically possible to remove the existing garage and replace it with an attached, two-car garage that complies with the required 15-foot rear setback without removing portions of the house. As noted above, the house is set back approximately 25 feet, six inches. The minimum interior width of a two-car garage is 18 feet, which thereby requires a minimum of 33 feet distance to the property line. The proposed garage is approximately 20 feet in width, leaving a five-foot rear setback. The setbacks for the proposed project are as follows:

Setback	Required	Existing	Proposed
Front (South)	20' Average	25.5'	25.5'
Exterior (West) <u>Side</u> (MacKay Lane)	5' Minimum	10'	10'
Interior Side (West)	5' Minimum	14.6'	14.6'
Rear (North)	15' Average, 10' Min.	5' (Ex. Garage)	<b>5' Min.</b>

#### **Outdoor usable open space**

Typically, the rear yard is the outdoor useable open space. Many of the R-2 zoned properties are

developed with two units. The front-facing garage prohibition outlined within the Residential Design Guidelines poses a design challenge for dwelling units at the front half of the property. Depending on the location and lot width, the private yard of the front unit may be located in the 20-foot space between the two units. However, this configuration requires that the garage be side-loaded and placed towards the front of the property. The house would have to be demolished and reconfigured to comply with these restrictions.

Since this is a single-family residence, a minimum outdoor living area of 800 square-feet is required. As a side note, the required minimum space is reduced for condominium units and apartments to 450 and 400 square feet, respectively. In this case, the interior yard on the west side of the house serves as the private yard. The entire side yard counts as the outdoor useable open space, which is approximately 565 square feet in area. Because it is directly accessed from the living (great) room, the area counts as twice the actual size - 1,130 square feet. As such, the required minimum outdoor living space of 800 square feet is met. In addition, the front yard and side yard facing MacKay Lane substantially exceed the minimum required setbacks.

#### Accessory Dwelling Unit

The applicant indicates that the long-term intention of the project is to create an accessory dwelling unit, under the non-streamlined provisions of the Zoning Code. As a multiple-family zoned property, the ADU is subject to setback and height limitations.

#### Parking

An ADU located within ½ mile of a bus station is exempt from parking and no replacement parking is required for an ADU that replaces an existing garage. Thus, the garage could simply be replaced with an ADU (approx. 700 sf in size) with no on-site parking. If replacement parking is provided, the spaces may be provided in any configuration on the lot.

In the short term, the proposed project is beneficial to the owners as they intend to use the addition as an office space. In the long term, the project may be beneficial to surrounding residents as it could help increase the availability of on-street parking in the immediate vicinity. Currently, the property has only one enclosed parking space, and a substandard driveway (10' vs. 19' Req.). The proposed addition will have four parking spaces within the site: two spaces in a garage and two spaces on the driveway.

#### Findings

Pursuant to Section 10-2.2510 of the Redondo Beach Municipal Code, the Planning Commission may grant Variances from development standards where it is demonstrated that there are special circumstances applicable to the property. A Variance can only be granted when the Planning Commission makes the following findings of fact, as included in the draft Resolution (attached):

1. There are special circumstances applicable to the property, including size, shape, topography, location, or surroundings, such that the strict application of the zoning provisions deprives such property of privileges enjoyed by other property in the vicinity and under identical zone designation; *The property is unique in terms of its small size which is approximately 50 feet in width and 90 feet in depth for a total area of 4,500 square feet. The strict application of the Zoning Code requires removal of a portion of the house to provide an attached, two-car*



garage. The position of the house does not leave adequate space for an addition with a two-car detached garage; a minimum, 33-foot distance is necessary. The distance from the house to the rear (north) property line is 25 feet, which is insufficient to provide an 18-foot wide garage separated by 15 feet from the rear property line. An alternative detached garage would leave a very narrow six-foot separation between the house and a garage and a narrow, 12 by 15 foot space behind the garage. Surrounding properties abutting to the north and across the street on MacKay and Clark Lanes have been granted various exceptions to the Zoning Code allowing additions to the single-family homes.

2. Any Variance granted shall be subject to such conditions as will assure that the adjustment thereby authorized shall not constitute a grant of special privileges inconsistent with the limitations upon other properties in the vicinity and zone in which such property is situated; *The granting of a setback Variance is not a special privilege, nor would it be inconsistent with the limitations on other similar properties in that other residences are developed with reduced rear yard setbacks. Specifically, the properties at 1305 MacKay Lane and 1204 Clark Lane were granted a Modification permit and a Variance permit for reduced rear yard setbacks to build an addition to an existing house and a deck attached to a legal non-conforming house, respectively.*
3. The granting of a Variance shall not be contrary to the objectives of the Comprehensive General Plan. *The site is within an area designated as low-density, multiple-family residential and the construction of the addition is consistent with the Land Use Element goals, objectives, and policies for residential development (Objectives 1.11, & 1.12). The addition is designed with a similar form, exterior finishes and details as the existing house, conveys the visual character of the surrounding neighborhood, and provides adequate open space and privacy.*

The requested rear yard setback Variance is necessary to remodel and reinvest in a home that is reflective of the character and design of surrounding houses. Therefore, granting the Variance application would enable the property owners to enlarge their home in the same manner as other R-2 properties in the vicinity. The approval of a Variance for a reduced rear setback is justified. Staff recommends approval of the proposed project.

#### **ENVIRONMENTAL STATUS:**

The proposed project is Categorically Exempt from the preparation of environmental documents pursuant to Section 15301 (Existing Facilities) of the Guidelines to Implementation of the California Environmental Quality Act (CEQA).

#### **ATTACHMENTS**

Exemption Declaration  
Draft Resolution  
Application  
Architectural Drawings



## CITY OF REDONDO BEACH

### EXEMPTION DECLARATION PURSUANT TO THE CALIFORNIA ENVIRONMENTAL QUALITY ACT

**DATE:** March 17, 2021

**PROJECT ADDRESS:** 2323 Clark Lane

**PROPOSED PROJECT:** Consideration of a Variance permit for the construction of a 1,019 square-foot, two-story addition to an existing single-family house. The addition replaces a detached garage with a new two-car garage and accessory dwelling unit above resulting in a less than the required rear yard setback on property located within a Low-Density Multiple-Family Residential (R-2) Zone.

In accordance with Chapter 5, Title 10, Section 10-3.301(a) of the Redondo Beach Municipal Code, the above-referenced project is Categorically Exempt from the preparation of environmental review documents pursuant to:

Section 15301 of the Guidelines for Implementation of the California Environmental Quality Act (CEQA), which states, in part, that construction of exterior alterations to existing private structures do not have a significant effect upon the environment. An addition to an existing single-family residence that is less than 10,000 square feet where public services are available to allow the maximum development permissible in the General Plan and is located in an area not environmentally sensitive is considered negligible. This finding is supported by the fact that the proposed project is a 1,019 square-foot addition resulting in a nonconforming setback and is located in an area where all public services and facilities are available.

The subject site is neither located within the coastal zone, nor within an area designated as an environmental resource of hazardous or critical concern, nor within an officially designated, state scenic highway, nor within a hazardous waste site included on any list compiled pursuant to Section 65962.5 of the Government Code. The project is not a successive project in the same place that may have a cumulative impact over time. The project will not have a significant environment effect due to unusual circumstances..

Antonio Gardea, AICP  
Senior Planner  
Land Use Administrator

**RESOLUTION NO. 2021-\*\*-VAR-\*\***

**A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF REDONDO BEACH APPROVING AN EXEMPTION DECLARATION AND GRANTING THE REQUEST FOR A VARIANCE FOR A REDUCED REAR YARD SETBACK TO ALLOW THE CONSTRUCTION OF A NEW TWO-CAR GARAGE WITH A SECOND-STORY ABOVE ATTACHED TO THE MAIN RESIDENCE ON PROPERTY LOCATED WITHIN A LOW-DENSITY, MULTIPLE-FAMILY RESIDENTIAL (R-2) ZONE AT 2323 CLARK LANE**

WHEREAS, an application was filed for the property located at 2323 Clark Lane for approval of an Exemption Declaration and consideration of a Variance to allow construction of a 1,019 square-foot, two-story garage and accessory dwelling unit addition resulting in a non-conforming, reduced rear yard setback on property located within a Low Density Multiple-Family Residential (R-2) zone; and

WHEREAS, notice of the time and place of the public hearing where the Exemption Declaration and applications would be considered was given pursuant to State law and local ordinances by publication in the Easy Reader, by posting the subject property, and by mailing notices to property owners within 300 feet of the exterior boundaries of the subject property; and

WHEREAS, the Planning Commission of the City of Redondo Beach has considered evidence presented by the applicant, the Community Development Department, and other interested parties at the public hearing held on the 20<sup>th</sup> day of May, 2021 with respect thereto.

NOW, THEREFORE, THE PLANNING COMMISSION OF THE CITY OF REDONDO BEACH DOES HEREBY FIND:

1. In accordance with Section 10-2.2510 of the Redondo Beach Municipal Code, the applicant's request for a Variance is consistent with the criteria set forth therein for the following reasons:
  - a) There are special circumstances applicable to the property, including size, shape, topography, location, or surroundings, such that the strict application of the zoning provisions deprives such property of privileges enjoyed by other property in the vicinity and under identical zone designation; *The property is unique in terms of its small size which is approximately 50 feet in width and 90 feet in depth for a total area of 4,500 square feet. The strict application of the Zoning Code requires removal of a portion of the house to provide an attached, two-car garage. The position of the house does not leave adequate space for an addition with a two-car detached garage; a minimum, 33-foot*

*distance is necessary. The distance from the house to the rear (north) property line is 25 feet, which is insufficient to provide an 18-foot wide garage separated by 15 feet from the rear property line. An alternative detached garage would leave a very narrow six-foot separation between the house and garage and a narrow, 12 by 15 foot space behind the garage. Surrounding properties abutting to the north and across the street on MacKay and Clark Lanes have been granted various exceptions to the Zoning Code allowing additions to the single-family homes.*

- b) Any Variance granted shall be subject to such conditions as will assure that the adjustment thereby authorized shall not constitute a grant of special privileges inconsistent with the limitations upon other properties in the vicinity and zone in which such property is situated; *The granting of a setback Variance is not a special privilege, nor would it be inconsistent with the limitations on other similar properties in that other residences are developed with reduced rear yard setbacks. Specifically, the properties at 1305 MacKay Lane and 1204 Clark Lane were granted a Modification permit and a Variance permit for reduced rear yard setbacks to build an addition to an existing house and a deck attached to a legal non-conforming house, respectively.*
  - c) The granting of a Variance shall not be contrary to the objectives of the Comprehensive General Plan. *The site is within an area designated as low-density, multiple-family residential and the construction of the addition is consistent with the Land Use Element goals, objectives, and policies for residential development (Objectives 1.11, & 1.12). The addition is designed with a similar form, exterior finishes and details as the existing house, conveys the visual character of the surrounding neighborhood, and provides adequate open space and privacy.*
- 2. The plans, specifications and drawings submitted with the applications have been reviewed by the Planning Commission, and are approved at the May 20<sup>th</sup>, 2021 meeting.
  - 3. The project is Categorically Exempt from the preparation of environmental documents, pursuant to Section 15301 (Existing Facilities) of the Guidelines of the California Environmental Quality Act (CEQA).

NOW, THEREFORE, THE PLANNING COMMISSION OF THE CITY OF REDONDO BEACH DOES HEREBY RESOLVE AS FOLLOWS:

Section 1. That based on the above findings, the Planning Commission does hereby approve the Exemption Declaration and grant the Variance pursuant to the plans and applications considered by the Planning Commission at its meeting of the 20<sup>th</sup> day of May, 2021.

Section 2. This permit shall be void in the event that the applicant does not comply with the following conditions:

1. The approval granted herein is for the construction of a two-story addition to a single-family residence with reduced rear yard setbacks as reflected on the plans reviewed and approved by the Planning Commission at its meeting on May 20<sup>th</sup>, 2021.
2. The approval is for conceptual plans only and, therefore, the submission to and approval by the Community Development Department of fully dimensioned, detailed and accurate site plan, floor plan, and elevations shall be required prior to the issuance of building permits.
3. The precise architectural treatment of the building exterior (color, materials and compatibility and integration of design), roof, walks, and walls shall be subject to Community Development Department approval prior to issuance of a building permit.
4. The applicants and/or their successors shall maintain the subject property in a clean, safe, and attractive state until construction commences. Failure to maintain the subject property may result in reconsideration of this approval by the Planning Commission.
5. The Community Development Department be authorized to approve minor changes.
6. In the event of a disagreement in the interpretation and/or application of these conditions, the issue shall be referred back to the Planning Commission for a decision prior to the issuance of a building permit. The decision of the Planning Commission shall be final.
7. All on-site litter and debris shall be collected daily.
8. Construction work shall occur only between the hours of 7:00 a.m. and 6:00 p.m. on Monday through Friday, between 9:00 a.m. and 5:00 p.m. on Saturday, with no work occurring on Sunday and holidays.
9. Material storage on public streets shall not exceed 48-hours per load.
10. The project developer and/or general contractor shall be responsible for counseling and supervising all subcontractors and workers to ensure that neighbors are not subjected to excessive noise, disorderly behavior, or abusive language.



11. Barriers shall be erected to protect the public where streets and/or sidewalks are damaged or removed.
12. Streets and sidewalks adjacent to job site shall be clean and free of debris.

Section 3. The approved Variance shall become null and void if not vested within 36 months after the Planning Commission's approval.

Section 4. Prior to seeking judicial review of this resolution, the applicant is required to appeal to the City Council. The applicant has ten days from the date of adoption of this resolution in which to file the appeal.

FINALLY RESOLVED, that the Planning Commission forward a copy of this resolution to the City Council so the Council will be informed of the action of the Planning Commission.

PASSED, APPROVED, AND ADOPTED this 20<sup>th</sup> day of May, 2021.

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Chair  
Planning Commission  
City of Redondo Beach

ATTEST:

STATE OF CALIFORNIA       )  
COUNTY OF LOS ANGELES   )   SS  
CITY OF REDONDO BEACH    )

I, Brandy Forbes, Community Development Director of the City of Redondo Beach, California, do hereby certify that the foregoing Resolution No. 2021-\*\*-VAR-\*\* was duly passed, approved and adopted by the Planning Commission of the City of Redondo Beach, California, at a regular meeting of said Planning Commission held on the 20<sup>th</sup> day of May, 2021 by the following vote:

AYES:

NOES:

ABSENT:

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Brandy Forbes, AICP  
Community Development Director

APPROVED AS TO FORM:

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City Attorney's Office

CITY OF REDONDO BEACH  
PLANNING DIVISION

APPLICATION NO.

TBD

DATE RECEIVED:

2/25/2021 AG

APPLICATION FOR VARIANCE

Application is hereby made to the Planning Commission/Harbor Commission of the City of Redondo Beach, for Variance, pursuant to Section 10-2.2510 or Section 10-5.2510 Title 10 of the Redondo Beach Municipal Code.

PART I - GENERAL INFORMATION

A	<b>APPLICANT INFORMATION</b>		
	<b>STREET ADDRESS OF PROPERTY:</b> 2323 CLARK LANE, REDONDO BEACH, CA. 90278		
	<b>EXACT LEGAL DESCRIPTION OF THE PROPERTY:</b> LOT: 24 BLOCK: 65 TRACT: 390 FT EX 3TS		<b>ZONING:</b> R-2
	<b>RECORDED OWNER'S NAME:</b> STEWART HOFFMAN CHIKAKO HOFFMAN	<b>APPLICANT'S NAME:</b> STEWART HOFFMAN CHIKAKO HOFFMAN	<b>AUTHORIZED AGENT'S NAME:</b> (if different than applicant)
	<b>MAILING ADDRESS:</b> 2323 CLARK LN. REDONDO BEACH, CA. 90278	<b>MAILING ADDRESS:</b> 2323 CLARK LN. REDONDO BEACH, CA. 90278	<b>MAILING ADDRESS:</b>
	<b>TELEPHONE:</b> (424) 241-3665	<b>TELEPHONE:</b> (424) 241-3665	<b>TELEPHONE:</b>

B	<b>REQUEST</b>
	<b>Describe the proposed project and indicate the development standards from which a Variance is requested:</b>  (SEE ATTACHED TYPE WRITTEN ANSWER)

C

**SHOWINGS:** Explain how the project is consistent with the criteria in Section 10-2.2510(B) of the Zoning Ordinance.

**1. Indicate the special circumstances applicable to your property, including size, shape, topography, location, or surroundings.**

(SEE ATTACHED TYPE WRITTEN ANSWER)

**2. Indicate how the strict application of the zoning provisions, in light of the above circumstances, deprives your property of privileges enjoyed by other property in the vicinity and in the same zone.**

(SEE ATTACHED TYPE WRITTEN ANSWER)

**3. Indicate how the adjustment authorized by the Variance, if granted, does not constitute a grant of special privileges that is inconsistent with the limitations upon other properties in the vicinity and in the same zone.**

(SEE ATTACHED TYPE WRITTEN ANSWER)

<b>C</b>	<p><b>SHOWINGS:</b> Explain how the project is consistent with the criteria in Section 10-2.2510(B) of the Zoning Ordinance.</p>
	<p><b>4. Indicate how the Variance, if granted, will not be contrary to the objectives of the General Plan.</b></p> <p style="text-align: center; font-size: 1.2em;">(SEE ATTACHED TYPE WRITTEN ANSWER)</p>
	<p><b>5. Describe how the proposed use is consistent with the intent and purpose of the Redondo Beach General Plan.</b></p> <p style="text-align: center; font-size: 1.2em;">(SEE ATTACHED TYPE WRITTEN ANSWER)</p>

<b>D</b>	<p>It is desirable, but not required, to have the signatures of owners of property in the immediate area affected, certifying that they have no objection to the Variance. Use reverse side of this sheet if more space is needed.</p>				
	NAME	ADDRESS	LOT	BLOCK	TRACT
	LANDO <del>Handwritten signature</del>	1305 Mackay Lane R.B.	24	65	REDONDO VILLA
	ANIE CERVANTES <del>Handwritten signature</del>	2401 Clark Lane Redondo Beach CA 90230	13	64	REDONDO VILLA
	Mercedes Tempore <del>Handwritten signature</del>	2403 Clark Lane R.B.	14	64	REDONDO VILLA
	CURT PRATT <del>Handwritten signature</del>	2311 Clark Lane R.B.	A		
	Shushan Desai <del>Handwritten signature</del>	2400 Hartman Lane			
	BRUNO CONTE	2423 CLARK LANE	24	64	REDONDO VILLA



# OWNER'S AFFIDAVIT

Project address: 2323 CLARK LANE

Project description: NEW ATTACHED GARAGE & SECOND STORY ADD

I (We) STEWART HOFFMAN  
CHIRAKO HOFFMAN, being duly sworn, depose and say I am (we are) the owner(s) of all or part of the property involved and that this application has been prepared in compliance with the requirements printed herein. I (we) further certify, under penalty of perjury that the foregoing statements and information presented herein are in all respects true and correct to the best of my (our) knowledge and belief.

Signature(s):

[Signature]  
[Signature]

Address:

2323 CLARK LANE  
REDONDO BEACH, CA. 90278

Phone No.

(Res.) (424) 241-3665

(Bus.) \_\_\_\_\_

Subscribed and sworn to (or affirmed) before me this \_\_\_\_\_ day of \_\_\_\_\_, 20\_\_\_\_

by \_\_\_\_\_, proved to me on the basis of satisfactory

evidence to be the person(s) who appeared before me.

[Signature]  
FILING CLERK OR NOTARY PUBLIC

State of California )  
County of Los Angeles ) ss

Seal See attached  
as per CA law

**CALIFORNIA JURAT WITH AFFIANT STATEMENT**

GOVERNMENT CODE § 8202

- ☒ See Attached Document (Notary to cross out lines 1–6 below)  
☐ See Statement Below (Lines 1–6 to be completed only by document signer[s], *not* Notary)

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*Signature of Document Signer No. 1*

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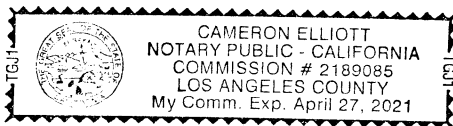
*Signature of Document Signer No. 2 (if any)*

A notary public or other officer completing this certificate verifies only the identity of the individual who signed the document to which this certificate is attached, and not the truthfulness, accuracy, or validity of that document.

State of California

County of Los Angeles

Subscribed and sworn to (or affirmed) before me

on this 22<sup>nd</sup> day of February, 2021.  
by Date Month Year(1) Stewart Hoffman(and (2) Chikako Hoffman),  
*Name(s) of Signer(s)*proved to me on the basis of satisfactory evidence  
to be the person(s) who appeared before me.Signature C Elliott  
*Signature of Notary Public*

*Seal*  
*Place Notary Seal Above*

**OPTIONAL**

*Though this section is optional, completing this information can deter alteration of the document or fraudulent reattachment of this form to an unintended document.*

**Description of Attached Document**Title or Type of Document: Owners Affidavit Document Date: \_\_\_\_\_

Number of Pages: \_\_\_\_\_ Signer(s) Other Than Named Above: \_\_\_\_\_

## Application for Variance

### Part I – General Information

#### B – REQUEST

**Describe the proposed project and indicate the development standards from which a Variance is requested:**

This project proposes to demolish the existing single-car detached garage and construct an attached two-car garage with a second-floor accessory dwelling unit. The project will have a 19' foot street facing setback that will allow two (2) vehicles to be parked on the driveway with out obstructing the public sidewalk or street.

The portion of the project that requires the discretionary approval of the planning commission is the request for a variance that would allow the newly constructed two-car, attached garage/ADU to have a rear setback of 5' feet. Once the garage becomes attached to the residence, the entire structure must meet the required rear setback of the R-2 zone, which is an average of fifteen (15) feet, but no less than ten (10) feet at any point.

#### C – SHOWINGS

**1. Indicate the special circumstances applicable to your property, including size, shape, topography, location, or surroundings.**

The property is located at the northwest corner of Clark Lane and McKay Lane. The lot is fifty (50) feet wide and ninety (90) feet deep, for a total area of 4,500 square feet. It was originally part of a lot fifty (50) feet wide and one hundred fifty (150) feet deep, similar to surrounding properties. However, prior to the current development standards for minimum lot sizes, the rear sixty (60) feet was sold to a separate property owner.

The existing residence has a front setback of 25'-7", a rear setback 24'-2", a side setback of 14'-10" on the west side and a side setback of 10' on the east (street-facing) side. The residence consists of a kitchen, living room, 2 bedrooms, 2 bathrooms and is approximately 930 square feet in area. The existing single car garage is 12'-1" wide and 22'-1" deep for a total of 268 square feet. The setbacks of the existing garage are 7'-9" between the garage and residence, 17'-9" to the west side property line, 5'-2" to the rear (north) property line and 10'-1" to the east (street-facing) side property line.

The property slopes downward by several feet from the west side to the east. It also slopes from the front (south) to the rear (north).

The property is surrounded on all sides by multi-family and multi-story structures with the exception of the property to the rear (north) that is 60' feet by 50' feet in size and is developed with a single-story, single-family residence. All the surrounding properties are zoned low-density, multiple-family residential (R-2).

**2. Indicate the special circumstances applicable to your property, including size, shape, topography, location, or surroundings.**

The difficulty of applying the strict application of the zoning provisions on the property stems from the fact that it is substandard in terms of lot depth and lot size, not only in comparison with the surrounding properties, but also in comparison with the minimum lot standards as stated in the zoning ordinance. As per Section 10-2.1528 of the Municipal code, the minimum lot depth is 100 feet and the minimum lot area is 5,000 square feet. This lot is 10 feet less in depth and 500 square feet smaller in area size. Add to this the fact that the location of the current residence does not make it possible to provide a two-car garage anywhere on the property without the approval of this variance, the proposed location appears to be the most suitable.

**3. Indicate how the adjustment authorized by the Variance, if granted, does not constitute a grant of special privileges that is inconsistent with the limitations upon other properties in the vicinity and in the same zone.**

The granting of a reduced rear setback from the required average of fifteen (15) feet, with no point less than ten (10) feet to five (5) feet to allow the construction of an attached two-car garage is not a special privilege inconsistent with what is permitted on other properties in the same zone and vicinity. Providing additional on-site parking makes the site more code-conforming. The proposed project currently has only one (1) enclosed parking space, will now have four (4) spaces including two (2) spaces in a garage and two (2) spaces on the driveway. Furthermore, this will be accomplished by only decreasing the current rear setback of 5'-2" to 5', a decrease of 2".

**4. Indicate how the Variance, if granted, will not be contrary to the objectives of the General Plan.**

The granting of the reduced rear setback to allow for the construction of an attached two-car garage is in keeping with several of the objectives of the General Plan including, maintaining and extending the useful life of existing single-family residences on lots of less than 6,000 square feet, and providing sufficient parking spaces.

**5. Describe how the proposed use is consistent with the intent and purpose of the Redondo Beach General Plan.**

The proposed project will be consistent with the Redondo Beach General Plan by maintaining the architectural style, color and materials of the primary single-family residence. The project will also have parking on the driveway that will be sited off the side street (east) and not dominate the architectural character of the residence.

February 18th, 2021

To:

Planning Department and Planning Commission of the City of Redondo Beach

Hello-

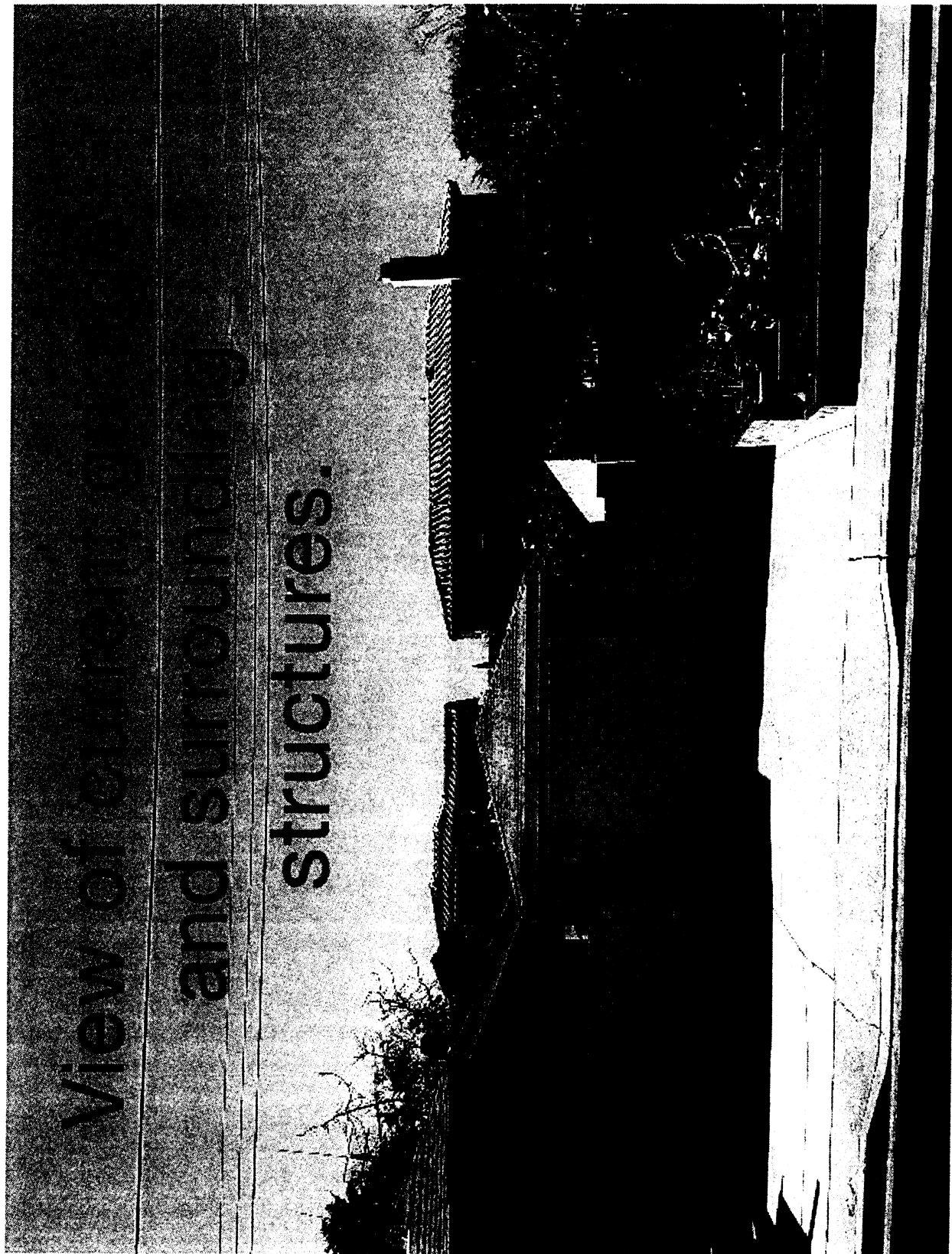
My name is Lan Do and I am the property owner at 1305 McKay Lane, Redondo Beach. My neighbors, Stewart and Chikako Hoffman, have discussed with me their intention of building an attached 2 car garage with ADU above on their property at 2323 Clark Lane. Their project will be near my southern property line. I am fully in favor of them being able to build the project they are submitting to the city. I also feel that it would be a benefit to the neighborhood by adding parking that is off the street. The design and look of their project fits nicely with their current house and will blend in well with the rest of the neighborhood.

Please approve their application for a variance. It will be good for the neighborhood.

Sincerely,

A handwritten signature in black ink, appearing to read "Lan Do". The signature is stylized with a large "L" and a cursive "Do".

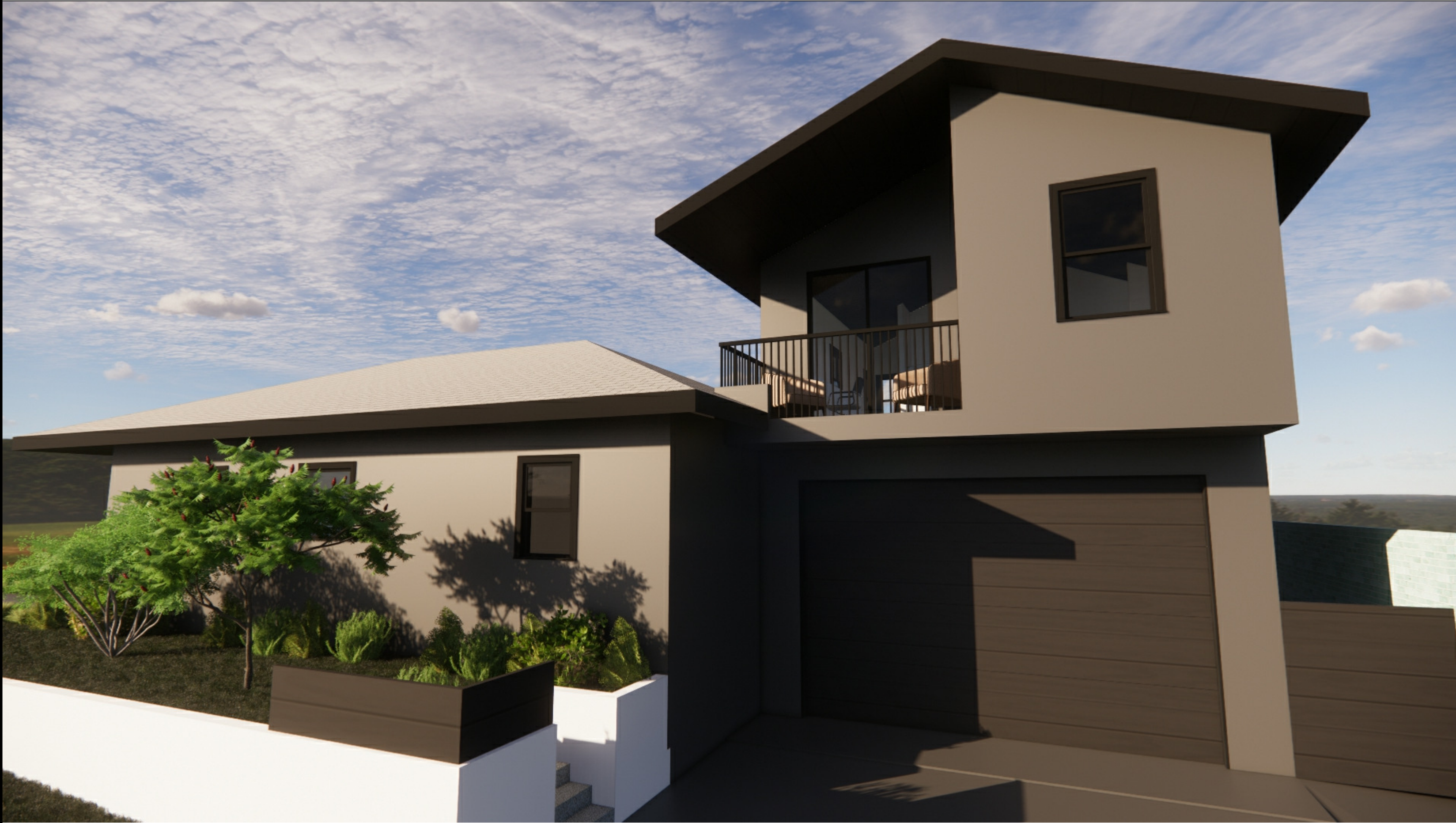
Lan Do





# NEW ATTACHED GARAGE & 2ND STORY ADU

2323 CLARK LANE, REDONDO BEACH, CA 90278



## PROJECT INFORMATION

Project Info - Topic	INFORMATION
PROJECT ADDRESS:	2323/2323 1/2 CLARK LN, REDONDO BEACH, CA 90287
APN:	4157027025
LEGAL DESCRIPTION:	REDONDO VILLA TRACT 90 FT OF LOT 24 BLK 65
PROJECT DESCRIPTION:	DEMO (E) 268 SQ.FT. DETACHED GARAGE, NEW ATTACHED GARAGE & ADU STAIR ACCESS OF 528 SQ.FT. WITH SECOND STORY ADDITION OF 489 SQ.FT. & 56 SQ.FT. DECK. GRADING 40 C.Y. AT GARAGE. NON-STREAMLINED A.D.U. PROCESS.
ZONING:	R-2 LOW DENSITY - MULTI FAMILY RESIDENTIAL
LOT AREA:	4,445 SQ.FT.
APPLICABLE CODES & STANDARDS:	2019 CALIFORNIA BUILDING CODE (CBC), 2019 CALIFORNIA RESIDENTIAL CODE (CRC), 2019 CALIFORNIA ELECTRICAL CODE, 2019 CALIFORNIA MECHANICAL CODE (CMC), 2019 CALIFORNIA PLUMBING CODE (CPC), 2019 CALIFORNIA ENERGY CODE, 2019 CALIFORNIA FIRE CODE (CFC), 2019 CALIFORNIA GREEN BUILDING STANDARDS CODE (CGBSC), 2017 LOS ANGELES CITY CODE

## OWNER STATEMENT FOR REDONDO BEACH PLANNING

01/07/2021

Hello Mr. Gardea-

My name is Stewart Hoffman, and I am writing you today to hopefully give you a sense of what my wife and I are trying to accomplish by submitting our plan for an ADU above a garage at 2323 Clark Lane. In general, we are looking to increase the livable space on our property where we can work and live. We currently live in a ~980 sq. foot house and with current pandemic restrictions we are both working from home full time. We desperately need more space for office work as well as for physical and mental health. Currently, the only area of our property that we feel we could most easily build the livable space we desire, is in the location of our old 1-car detached garage. We would like to demolish the current 1-car garage and replace it with an attached 2-car garage with ADU on top. There are multiple challenges that we face that I hope you will consider in your evaluation of our plan.

The first major challenge is that our lot is sub-standard lot of only 4500 sq. feet. The lot used to be a standard full-size (6500 sq. foot) was allowed to be sub-divided back in the 80s, I believe. This size discrepancy causes problems when applying default setbacks from property lines. It is our hope that the city of Redondo will evaluate our project and see the uniqueness of this situation and provide a modification or variance to resolve the setback requirements.

Secondly, there seems to be a lack of clarity in the building codes regarding an ADU above a garage whether it is attached or detached. We are aware of other ADUs that have been allowed by the city above garages. We hope that the city will evaluate our plan using the non-streamlined ADU evaluation and agree an ADU above a garage makes sense in our case.

There are also some benefits of the plan that the city should consider as well. We believe that the new garage and ADU height will be compatible with other 2-story buildings across the street and in the neighborhood. The new structure would be attached to the house and keep the same architectural style as the main residence. We intend to keep the same color scheme, siding and windows for the new structure so that it will look like the main residence and garage/ADU were all built together. The plan would also set the garage and ADU back from the sidewalk enough to accommodate 2 cars in the driveway, plus the 2 parking spaces in the garage, for a total of 4 parking spaces off the street.

We look forward to working with the city of Redondo Beach in evaluating our plan.

Regards,

*Stewart Hoffman*  
Stewart and Chikako Hoffman

## SHEET INDEX

ARCHITECTURAL	
A0.00	COVER SHEET
ARCHITECTURAL	
A1.00	SITE PLAN
A2.01	FLOOR PLANS
A3.00	EXTERIOR ELEVATION

## PROJECT DIRECTORY

CLIENT  
CONTACT: STEWART & CHIKAKO HOFFMAN  
ADDRESS: 2323 CLARK LN, REDONDO BEACH, CA 90287  
PHONE: 424-241-3665  
EMAIL: STEW.HOFFMAN@GMAIL.COM

DRAFTSMAN  
NAME: ONLY THINK GREEN - SUSTAINABLE DESIGNS  
CONTACT: BILL CHIRIBOGA  
ADDRESS: 407 W 7TH ST, SAN PEDRO, CA  
PHONE: 619-317-3246  
EMAIL: ONLYTHINKGREEN@YAHOO.COM

STRUCTURAL  
NAME:  
CONTACT:  
ADDRESS:  
PHONE:  
EMAIL:  
LICENSE #

TITLE 24  
NAME: LRG ENERGY, LLC.  
CONTACT: LAWRENCE GORDON  
ADDRESS: 1207 W. 112TH ST., LOS ANGELES, CA 90044  
PHONE: 323-855-9827  
EMAIL: LRGDESIGNS914@GMAIL.COM

## VICINITY MAP

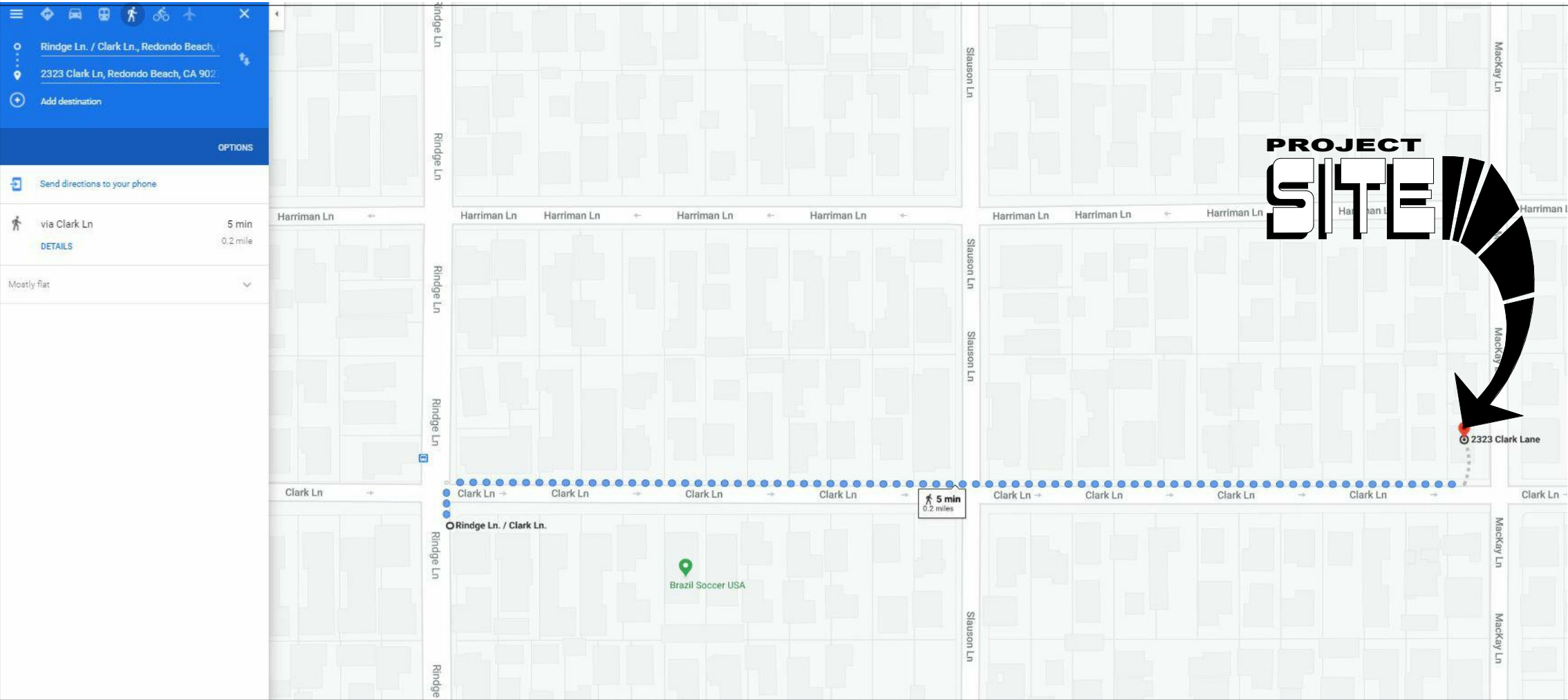


## FIRE HYDRANT LOCATIONS

LOCATION	DISTANCE	IMAGE
2322 CLARK AVE, REDONDO BEACH	30 LINEAR FEET	

## NEAREST BUS STOP

NEAREST BUS STOP IS LOCATED 0.2 MILES FROM PROPERTY. LOCATION FIRESTONE BLVD. & STATE ST.



ISSUED FOR:

PLANNING

REVISIONS

ENGINEER

STAMP

DRAFTSPERSON

BILL CHIRIBOGA  
T. (619) 317-3246  
OnlyThinkGreen@yahoo.com

PROJECT  
STEWART HOFFMAN  
NEW ATTACHED GARAGE & 2ND  
STORY ADU  
2323 CLARK LANE, REDONDO BEACH, CA 90278

JOB

#2020\_29

DATE

02/08/21

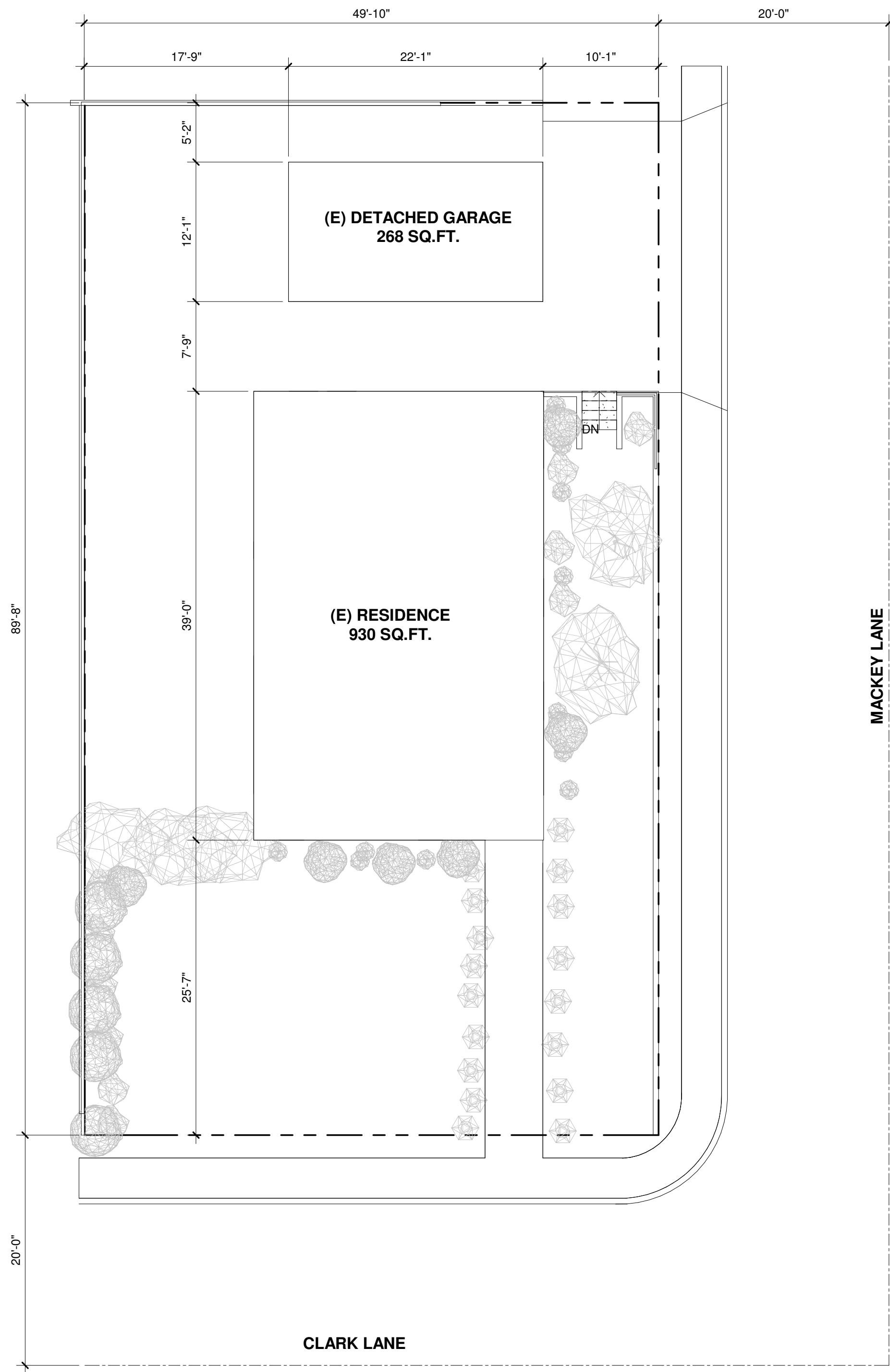
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COVER SHEET

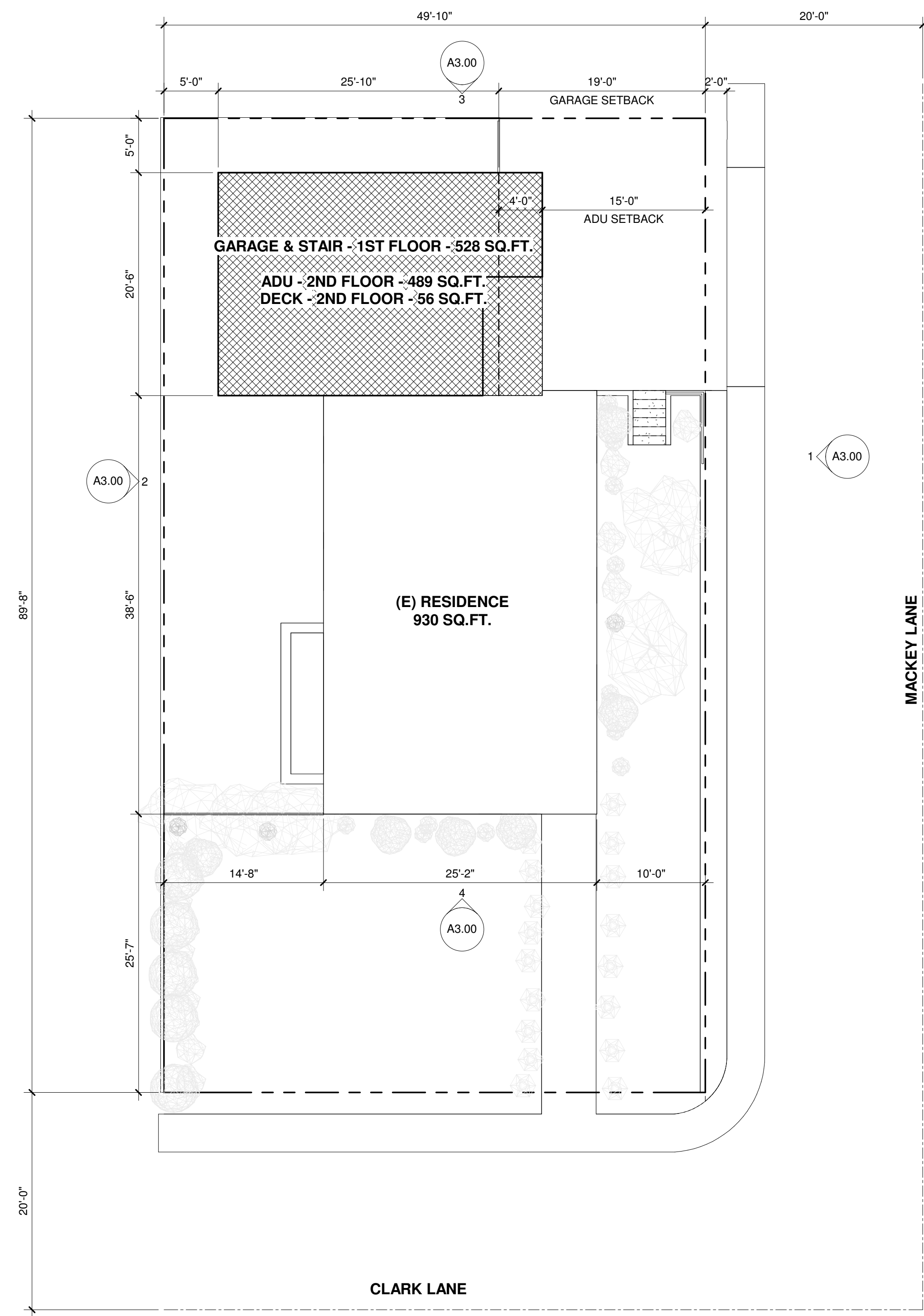
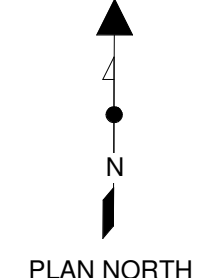
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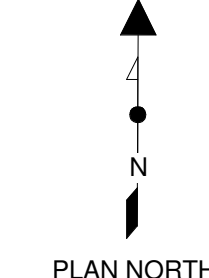




EXISTING SITE PLAN | 1  
1/8" = 1'-0"



PROPOSED SITE PLAN | 2  
1/8" = 1'-0"



ISSUED FOR:	
PLANNING	
REVISIONS	
ENGINEER	

STAMP

DRAFTSPERSON

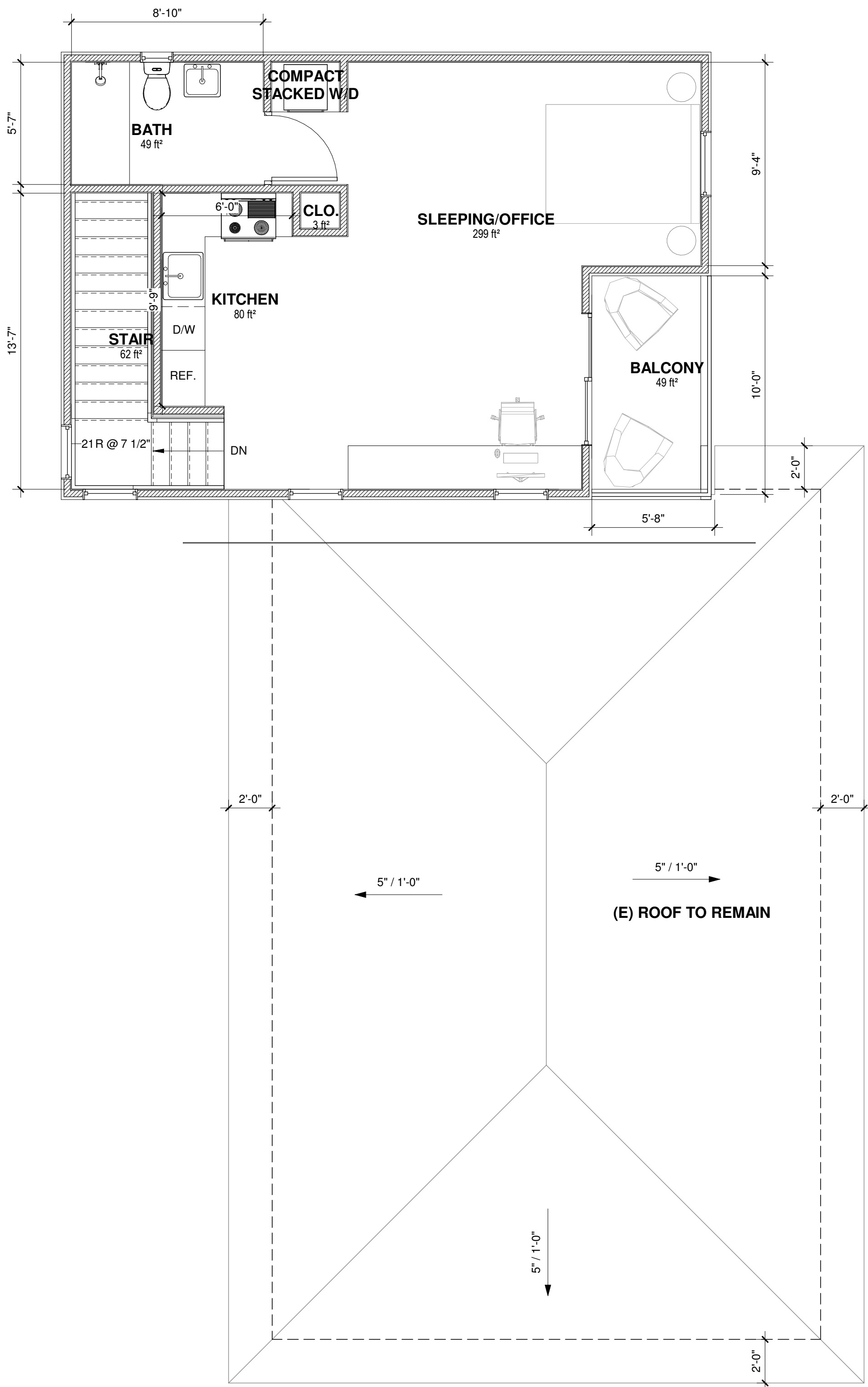


BILL CHIRIBOGA  
T. (619) 317-3246  
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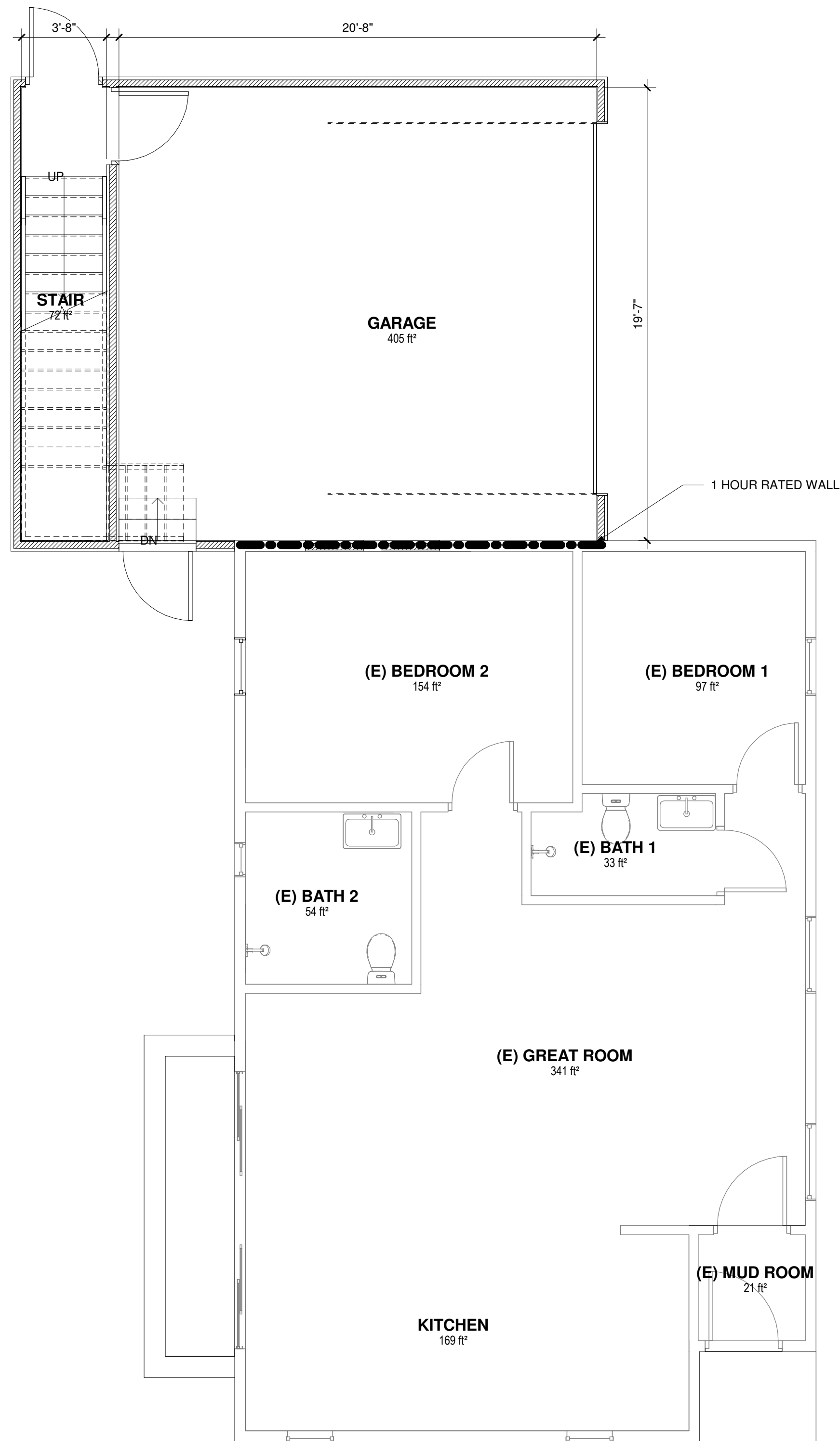
PROJECT  
STEWART HOFFMAN  
**NEW ATTACHED GARAGE & 2ND  
STORY ADU**  
2323 CLARK LANE, REDONDO BEACH, CA 90278

JOB  
#2020\_29  
DATE  
02/08/21  
SHEET NAME  
SITE PLAN

SHEET  
**A1.00**



PROPOSED SECOND FLOOR PLAN | 2  
1/4" = 1'-0"



PROPOSED FIRST FLOOR PLAN | 1  
1/4" = 1'-0"

NORTH  
PLAN NORTH

FLOOR PLAN LEGEND

<div>W24</div> <div>WIDTH HEIGHT</div>	WINDOW TYPE
<div>A2X</div> <div></div>	INTERIOR PARTITION TYPE A = WALL TYPE, VARIES (LETTER WILL VARY) 2 = NOMINAL STUD SIZE (NUMBER WILL VARY) X = 5/8" TYPE 'X' GYP, WHERE OCCURS
<div>101</div>	DOOR NUMBER
<div>KITCHEN</div> <div>101</div>	ROOM TAG
<div></div>	EXISTING TO REMAIN
<div></div>	EXISTING TO REMOVE
<div></div>	NEW
<div></div>	1HR

FLOOR PLAN NOTES

1. Dimensions indicated on plans for horizontal control are accurate if measured on a level line not parallel with ground slope.
2. Coordinate partition framing with required structural, mechanical, plumbing, and electrical equipment or work.
3. "Typical" or "TYP" means identical for all similar conditions, unless otherwise noted. "Similar" or "SIM" means comparable characteristics to the elevation or detail noted. Verify dimensions and orientation of the plan. Plan dimensions on drawings are shown to the center lines of columns and studs in partition walls U.N.O.
4. Height dimensions are measured from the top of the slab or sheathing, (unless noted "A.F.F." (above finish floor)) to the top plate elevation. Dimensions are not adjustable without review of the architect.
5. Not less than 5/8" Type X gypsum board or equivalent shall be provided above garage - per table R302.6
6. Ceiling height deimensions labeled with "MIN." should be constructed tight to the structure or ducting above.
7. Contractor to field verify dimensions for any existing conditions.
8. Wrap all drainage pipes located inside of walls to minimize sound transmission.

ISSUED FOR:

PLANNING

REVISIONS

ENGINEER

STAMP

DRAFTSPERSON

BILL CHIRIBOGA  
T. (619) 317-3246  
OnlyThinkGreen@yahoo.com

PROJECT  
STEWART HOFFMAN  
NEW ATTACHED GARAGE & 2ND  
STORY ADU  
2323 CLARK LANE, REDONDO BEACH, CA 90278

JOB

#2020\_29

DATE

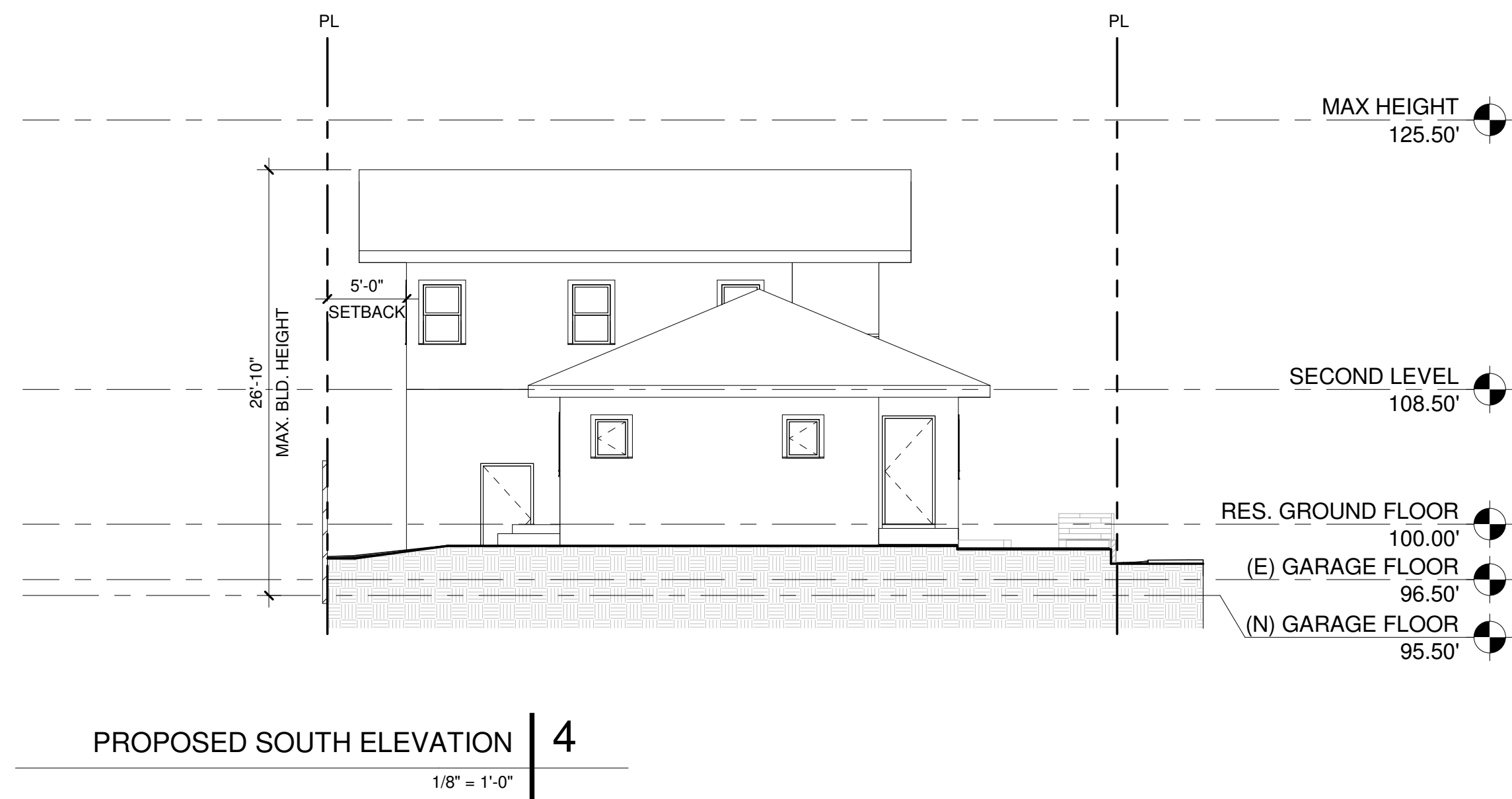
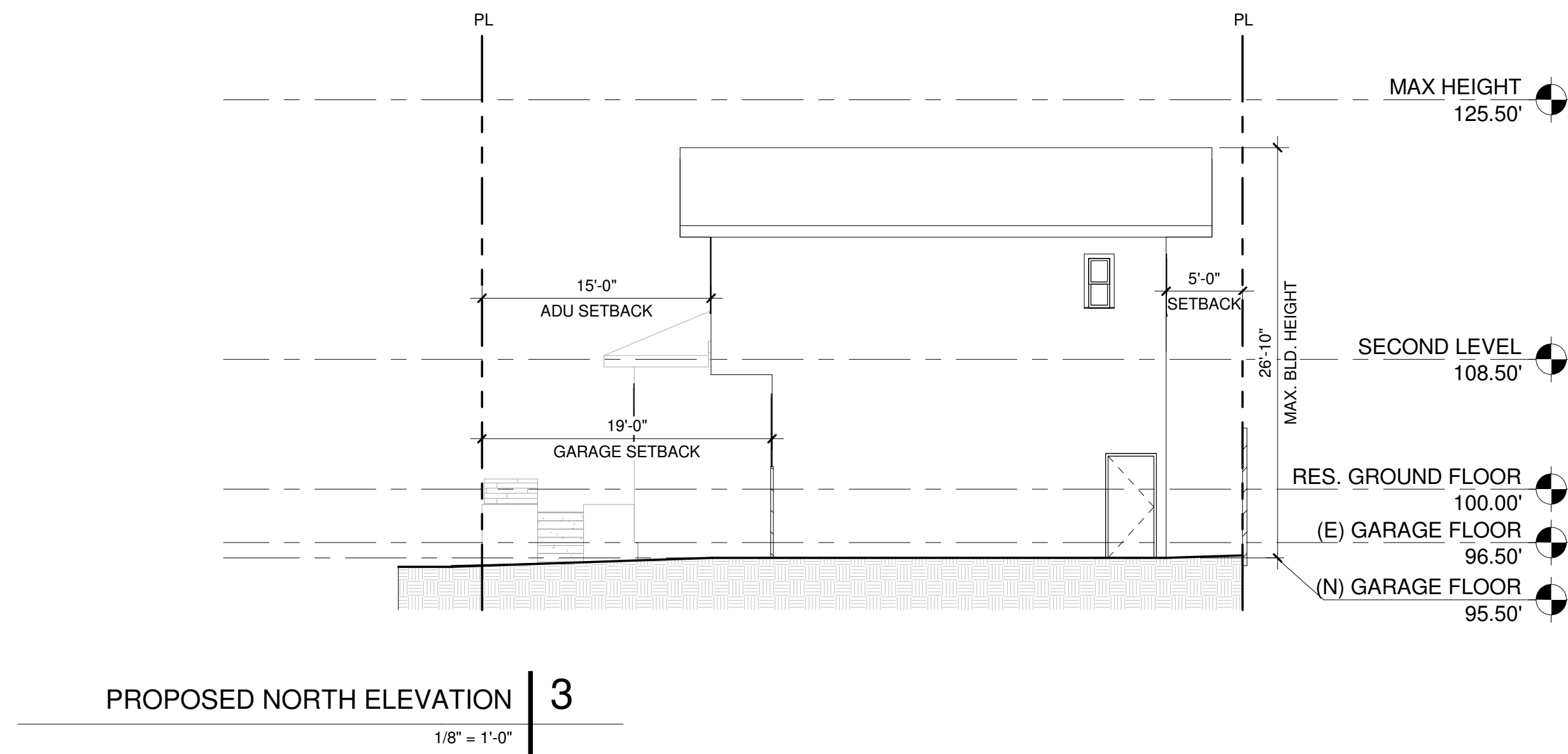
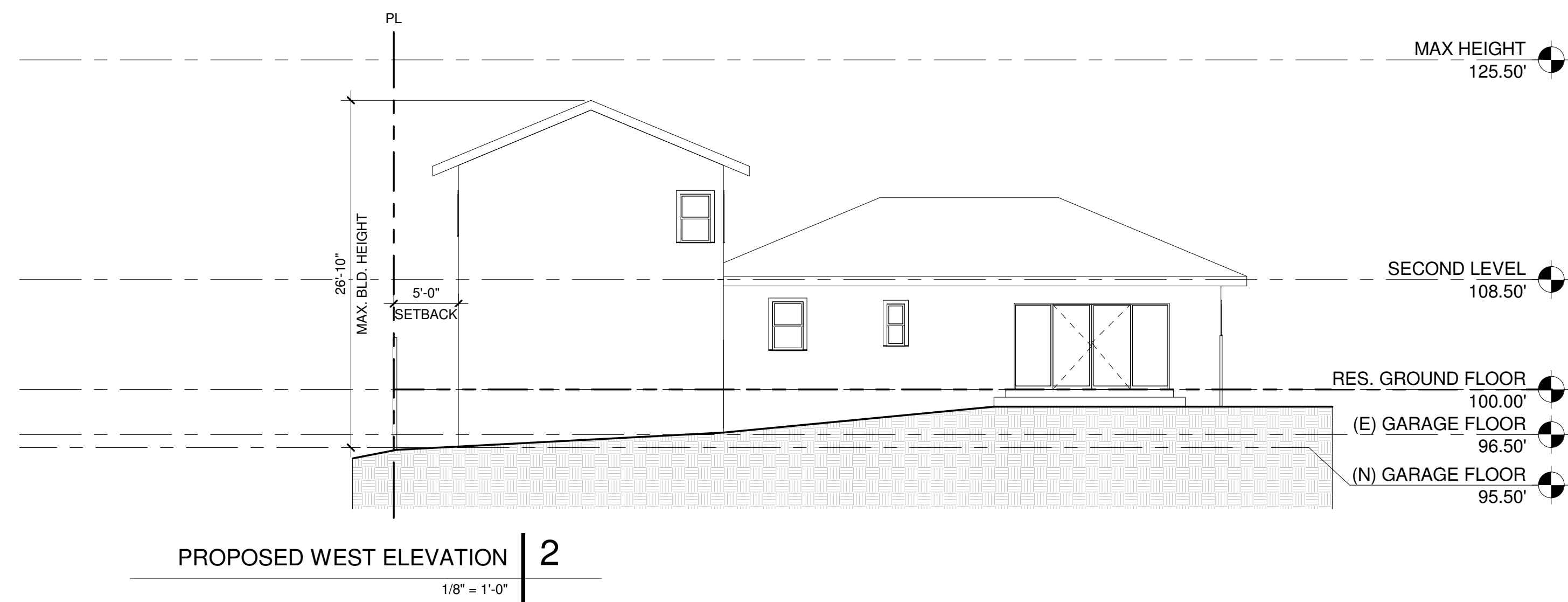
02/08/21

SHEET NAME

FLOOR PLANS

SHEET

A2.01



ISSUED FOR:

PLANNING

REVISIONS

ENGINEER

STAMP

DRAFTSPERSON

THINK  
GREEN  
SUSTAINABLE DESIGNS

BILL CHIRIBOGA  
T. (619) 317-3246  
OnlyThinkGreen@yahoo.com

PROJECT  
STEWART HOFFMAN

NEW ATTACHED GARAGE & 2ND  
STORY ADU

2323 CLARK LANE, REDONDO BEACH, CA 90278

JOB

#2020\_29

DATE

02/08/21

SHEET NAME

EXTERIOR  
ELEVATION

SHEET

A3.00

## **BLUE FOLDER ITEM**

*Blue folder items are additional back up material to administrative reports and/or public comments received after the printing and distribution of the agenda packet for receive and file.*

### **PLANNING COMMISSION MEETING May 20, 2021**

**J.2. PUBLIC HEARING FOR CONSIDERATION OF AN EXEMPTION DECLARATION AND VARIANCE FOR A REDUCED REAR YARD SETBACK TO CONSTRUCT A NEW ATTACHED TWO-CAR GARAGE, WITH A SECOND-STORY ADDITION ABOVE, ON PROPERTY LOCATED IN A LOW-DENSITY MULTIPLE-FAMILY RESIDENTIAL (R-2) ZONE.**

APPLICANT: STEWART AND CHIKAKO HOFFMAN  
ADDRESS: 2323 CLARK LANE  
CASE NO: VAR-2021-02

**CONTACT:** ANTONIO GARDEA, SENIOR PLANNER

- 1305 Mackay Lane Modification approval letter





# CITY OF REDONDO BEACH CALIFORNIA

415 DIAMOND STREET  
POST OFFICE BOX 270  
REDONDO BEACH, CALIFORNIA 90277-0270

October 5, 1999

## NOTICE OF DECISION ON MODIFICATION AND EXEMPTION DECLARATION

**SUBJECT PROPERTY:** 1305 Mackay Lane  
Lot 24, Block 65, Tract Redondo Villa Tract

**APPLICANT:** Antonio Molina

**CASE NO:** M-99-17

### REQUEST:

The applicant's request is for a Modification to permit the construction of a one-story addition onto an existing single family residence with a minimum 11-foot, 9-inch rear yard setback that is less than the required average rear yard setback of 15 feet.

### FINDINGS/STAFF ANALYSIS:

The applicant is proposing to construct an addition onto an existing single-family residence on a property located at 1305 Mackay Lane, Redondo Beach in an R-2 (Low Density, Multi-Family Residential) zone. The lot on which the residence is situated is a rectangular parcel, approximately 60 feet in width and 51 feet in depth, with an approximate total lot area of 3,060 square feet.

The property is developed with a one-story single-family residence of approximately 830 square feet, constructed in 1939. There is an attached one-car garage on the north side of the building, with access from Mackay Lane. The existing building has a front setback of 10-feet, side setbacks of 8 and 5 feet, and a rear setback of 17'3" feet along the rear of the house and 5 feet along the rear of the garage. The current building footprint provides less than the required average rear yard setback of 15 feet.

The applicant proposes to add an area 13.5 feet in width and 5.5 feet in depth, for a total floor area of 74 square feet, to the rear of the dwelling unit on the ground floor. This addition will result in the creation of a new bathroom and closet.

The approval of a modification is required in order to grant the applicant permission to construct the proposed residential project with a minimum 11-foot, 9-inch rear yard setback which is less than the required average rear yard setback of 15 feet. Pursuant to Section 10-2.2508 of the Redondo Beach Municipal Code, the Land Use Administrator may grant a maximum 50% reduction in the required rear yard setback up to a minimum dimension of 10 feet. The proposal would continue to meet the minimum setback requirement of 10 feet.

The subject property has an unusual lot size and orientation. The lot size of 3,060 square feet is less than the 5,000 square foot minimum lot size for the R-2 zone. The existing lot is also less than half the size of the most common lot size of 7,500 square feet in the area. In addition, with an existing lot depth of 50 feet, the property does not conform with the minimum lot depth of 100 feet.



The lot is also oriented different than a standard lot. Front and rear property lines are normally shorter than side property lines on a standard rectangular residential lot in the City. The requirements for setbacks are designed under these assumptions of lot orientation. As such, setback requirements often specify greater distances for front and rear yards than side yards. In this case, the front and rear property lines, at 60 feet wide, are longer than the side property lines, at 51 feet deep. This shallow lot depth does not allow for an adequate building area if required front and rear setbacks are maintained. Given that the existing rear setback is less than a 15-foot average, the request for a 75 square foot addition appears reasonable.

It is the opinion of the Land Use Administrator that the requested modification is minor in nature. Approval of the request will not be detrimental to the public welfare, nor will construction of the project result in adverse impacts upon the neighborhood.

**ENVIRONMENTAL FINDINGS:**

The project is Categorically Exempt from the requirements of the California Environmental Quality Act (CEQA), pursuant to Section 15301 of the CEQA Guidelines. An Exemption Declaration has been issued pursuant to Section 10-3.301 of the Redondo Beach Municipal Code. The Exemption Declaration may be reviewed in the Planning Division of the Community Development Department, 415 Diamond Street, Redondo Beach, California.

**DECISION:**

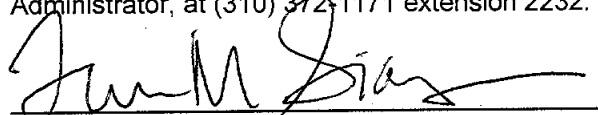
It is the policy of the office of the Land Use Administrator to encourage reasonable additions to sound single-family homes as a means of preserving their value, utility, and useful lives. In light of this policy and the points noted above, particularly the minor nature of the encroachment and the lack of impacts upon adjacent properties, it is the decision of the Land Use Administrator to grant the requested modification, subject to the plans and application submitted, and subject to the following conditions:

1. That the minimum rear yard setback shall be 11-feet, 9-inches as measured from the rear property line.
2. That the approval of the modification application is the approval of conceptual plans only, and therefore the submission to and approval by the Planning Division of fully dimensioned and accurate site plans, floor plans and elevations, shall be required prior to the issuance of building permits.
3. That the plans shall meet all other applicable codes, including the uniform building codes and fire codes, prior to the issuance of building permits.

**APPEALS:**

This decision shall become final and conclusive on the 10th day after the mailing date of this notice, pursuant to Sections 10-2.2508(F) and 10-3.1102 of the Redondo Beach Municipal Code, unless a written protest is filed with the Planning Division, or the City Council, by motion, removes jurisdiction from the Land Use Administrator. A written protest filed with the Planning Division within the 10-day protest period will result in a public hearing before the Land Use Administrator. If the City Council, by motion, removes jurisdiction from the Land Use Administrator, said matter shall be set for public hearing before the Planning Commission, pursuant to the procedures as set forth in Section 10-2.2508 of the Redondo Beach Municipal Code.

If additional information regarding this application is desired, please call Teresa Gianos, Land Use Administrator, at (310) 372-1171 extension 2232.



Teresa M. Gianos  
Land Use Administrator

## **BLUE FOLDER ITEM**

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### **PLANNING COMMISSION MEETING May 20, 2021**

**J.2. PUBLIC HEARING FOR CONSIDERATION OF AN EXEMPTION DECLARATION AND VARIANCE FOR A REDUCED REAR YARD SETBACK TO CONSTRUCT A NEW ATTACHED TWO-CAR GARAGE, WITH A SECOND-STORY ADDITION ABOVE, ON PROPERTY LOCATED IN A LOW-DENSITY MULTIPLE-FAMILY RESIDENTIAL (R-2) ZONE.**

**APPLICANT: STEWART AND CHIKAKO HOFFMAN  
ADDRESS: 2323 CLARK LANE  
CASE NO: VAR-2021-02**

**CONTACT: ANTONIO GARDEA, SENIOR PLANNER**

- Written comment received after release of agenda

1302 S. Gertruda Ave.  
Redondo Beach, CA 90277

May 21, 2021

RE: 2323 Clark Lane/Case No: VAR-2021-02

Dear Planning Commissioners,

What's wrong with an ADU that's taller than 16'? In my opinion, nothing if the ADU is created within the primary dwelling's buildable envelope.

This application contains some important nuanced issues and I hope the Planning Commission will discuss.

1. The State has repeatedly demonstrated that it can and will change zoning regulations, and allow the conversion of any space into a separate dwelling unit. So, great care should be given when expanding any property's buildable area beyond the Code's by-right allowances.
2. Deviating from a specific design standard requires compelling reasons and unique conditions. Are there substantial physical constraints that deprive a person of a reasonable use of the property? Design preferences are not justification for a variance or setback modification. If there is a special circumstance, is the request proportional to the circumstance or is it seeking a one-for-one offset?
3. What is a special privilege? Granting a discretionary entitlement in the absence of justification, arguably creates a special privilege. An approval entitles the subject property to leniency, but everyone else must adhere to the requirements.
4. Once built, an improvement will be here long after all of us are gone. Sometimes a project's components should be reviewed separately. For a project that is outside the buildable envelope, is the design well-integrated into the existing building, is it minimizing its bulk, and is it preserving as much of the setback from ground to the sky as possible?
5. What is the crux of the issue and are there alternatives?

If an addition cannot be built because of a lack of enclosed off-street parking, then maybe the answer is to analyze the enclosed parking requirement. Perhaps a ground floor setback modification is reasonable to create a garage, or perhaps substituting unenclosed off-street parking spaces for enclosed parking is functionally equivalent and retains open space. Let's be honest a large percentage of one-family properties don't use the garage for parking anyway.

Last, please do not let peripheral issues cloud an application. Such things as the difficulty with on-street parking, unfounded assurances about the effects of enclosed parking alleviating street parking, an individual's personal reasons, or a neighbor's sentiment are considerations, but only after affirmatively answering that a project qualifies for an exception because the exception is reasonably related to the hardship that deprives them of reasonable use.

Thank you for your time and consideration.

Sincerely,

Laura MacMorran