

Steve Cammarata, Chair
Michael Graf, Vice-Chair
Monica Dever, Commissioner
Henry Sanchez Jr., Commissioner
Joaquin Santos, Commissioner
Bob Steinbach, Commissioner
Brenda Stephens, Commissioner



**Lomita City Hall
Council Chambers**
24300 Narbonne Avenue
Lomita, CA 90717
Phone: (310) 325-7110
Fax: (310) 325-4024

Next Resolution No. PC 2023-05

**AGENDA
REGULAR MEETING
LOMITA PLANNING COMMISSION
MONDAY, MARCH 13, 2023
6:00 P.M.**

THE PLANNING COMMISSION HAS RESUMED PUBLIC MEETINGS IN THE COUNCIL CHAMBERS. PARTICIPATION BY MEMBERS OF THE PUBLIC IS ONLY GUARANTEED VIA IN-PERSON ATTENDANCE.

AS A COURTESY, THE CITY WILL ATTEMPT TO ALSO ALLOW PUBLIC PARTICIPATION DURING THE MEETING VIA A COMPUTER OR SMART DEVICE USING THE FOLLOWING ZOOM LINK:

<https://us06web.zoom.us/j/89846452394>

Telephone Option: (669)-900-6833 Meeting ID: 898 4645 2394

Please note that the City cannot, and does not, guarantee that the above Zoom link or dial-in feature will work, that any individual commenter's computer or smart device will operate without issue, or that the City's hosting of the Zoom meeting will work without issue. Members of the public acknowledge this and are on notice that public participation is only guaranteed via attendance in Council Chambers and that the Zoom option is provided as a courtesy only. Technological issues or failure of the Zoom link to be operational for any reason will not result in any pause, recess, or cancellation of the meeting.

If you wish to provide public comment during Oral Communications or for a particular agenda item, you may either contact the Deputy City Clerk before the meeting, at 310-325-7110 ext. 141, complete a speaker card and give it to the Deputy City Clerk before or during the meeting, or if participating via Zoom, utilize the "raise hand" function to join the queue to speak when the Chair calls the item for discussion. Your name and city of residency is requested, but not required.

1. OPENING CEREMONIES

- a. Call Meeting to Order
- b. Flag Salute
- c. Roll Call

2. SELECTION OF CHAIR AND VICE-CHAIR FOR 2023 – 2024

3. ORAL COMMUNICATIONS

Persons wishing to address the Planning Commission on subjects other than those scheduled are requested to do so at this time. Please provide your name and address for the record. In order to conduct a timely meeting, a 3-minute time limit per person has been established. Government Code Section 54954.2 prohibits the Planning Commission from discussing or taking action on a specific item unless it appears on a posted agenda.

4. CONSENT AGENDA

- a. **APPROVAL OF MINUTES:** February 13, 2023

RECOMMENDED ACTION: Approve minutes.

5. PUBLIC HEARINGS

- a. **MINOR CONDITIONAL USE PERMIT NO. 3 FOR SHARED PARKING AT 2408-2418 LOMITA BOULEVARD AND AMENDMENT TO CONDITIONAL USE PERMIT NO. 230 AT 2408 LOMITA BOULEVARD IN THE COMMERCIAL GENERAL (C-G), WITHIN THE MIXED-USE OVERLAY (MUO) DISTRICT**

APPLICANT: Kotosh Restaurant, 2408 Lomita Boulevard, Lomita, CA 90717

PRESENTED BY: Assistant Planner Barbero

RECOMMENDED ACTION: Adopt resolutions approving Minor Conditional Use Permit No. 3 and approve an amendment to Conditional Use Permit No. 230 to allow for the expansion of Kotosh, an existing restaurant, which serves beer and wine into Unit B.

- b. **DISCUSSION AND CONSIDERATION OF ZONING TEXT AMENDMENT NO. 2023-02, AN ORDINANCE AMENDING LOMITA MUNICIPAL CODE TITLE XI (PLANNING AND ZONING) TO MODIFY OFF-STREET PARKING RESTRICTIONS AND PERMIT ADDITIONAL TYPES OF PARKING LOT SIGNS, TO ADD DEFINITIONS AND FINDING THE ACTION TO BE EXEMPT FROM THE CALIFORNIA ENVIRONMENTAL QUALITY ACT**

APPLICANT: City of Lomita

PRESENTED BY: Associate Planner MacMorran

RECOMMENDED ACTION: Recommend approval of Zoning Text Amendment 2023-02 to the City Council, subject to the findings and conditions and finding the request exempt from the California Environment Quality Act (CEQA).

SCHEDULED MATTERS

6. COMMUNICATIONS REGARDING CITY COUNCIL ACTIONS

OTHER MATTERS

7. STAFF ANNOUNCEMENTS

8. PLANNING COMMISSIONER ITEMS

9. COMMISSIONERS TO ATTEND CITY COUNCIL MEETINGS

Tuesday, April 4, 2023, City Council meeting

Tuesday, April 18, 2023, City Council meeting

10. ADJOURNMENT

The next regular meeting of the Planning Commission is scheduled for Monday, April 10, 2023, at 6:00 p.m.

Written materials distributed to the Planning Commission within 72 hours of the Planning Commission meeting are available for public inspection via the City's website and copies are available for public inspection beginning the next regular business day in the City Clerk's Office, 24300 Narbonne Avenue, Lomita.

In compliance with the Americans with Disabilities Act (ADA) if you need special assistance to participate in this meeting, please contact the office of the City Clerk at (310) 325-7110. Notification at least forty-eight (48) hours prior to the meeting will enable the City to make reasonable arrangements.

Any person may appeal all matters approved or denied by the Planning Commission to City Council within 30 days of receipt of notice of action by the applicant. Payment of an appeal fee is required. For further information, contact City Hall at (310) 325-7110.

I hereby certify under penalty of perjury under the laws of the State of California that the foregoing agenda was posted not less than 72 hours prior to the meeting at the following locations: Lomita City Hall, Lomita Park, and uploaded to the City of Lomita website http://www.lomita.com/cityhall/city_agendas/.

Dated Posted: March 8, 2023



Linda E. Abbott, CMC
Deputy City Clerk

**MINUTES
REGULAR MEETING
LOMITA PLANNING COMMISSION
MONDAY, FEBRUARY 13, 2023**

1. OPENING CEREMONIES

- a. Chair Cammarata called the meeting to order at 6:05 p.m. pursuant to Governor Newsom's Executive Order N-29-20 issued on March 17, 2020.
- b. Vice-Chair Graf led the salute to the flag.
- c. Responding to the roll call by Deputy City Clerk Abbott were Commissioners Dever, Santos, and Stephens, Vice-Chair Graf, and Chair Cammarata. Also present were Community and Economic Director Rindge, Associate Planner MacMorran, Assistant Planner Barbero, and Assistant City Attorney King.

PRESENT: Dever, Santos, Stephens, Vice-Chair Graf, and Chair Cammarata

ABSENT: Steinbach

2. ORAL COMMUNICATIONS

Deputy City Clerk Abbott read an email received on February 9, 2023, from Brandee Keith, Senior Public Affairs Specialist, Geographic Outreach Team, South Bay Cities, South Coast AQMD, in which she invited the Planning Commission to attend the WAIRE (Rule 2305 – Warehouse Actions and Investments to Reduce Emissions) Program Compliance Webinar on February 15, 2023, at 1 p.m.

3. CONSENT AGENDA

- a. **APPROVAL OF MINUTES:** November 14, 2022, and December 12, 2022, minutes

RECOMMENDED ACTION: Approve minutes.

Commissioner Santos made a motion, seconded by Vice-Chair Graf, to approve the minutes.

MOTION CARRIED by the following vote:

AYES: Dever, Santos, Stephens, Vice-Chair Graf, and Chair Cammarata

NOES: None

ABSENT: Steinbach

PUBLIC HEARINGS

4. **MINOR CONDITIONAL USE PERMIT NO. 1 & SITE PLAN REVIEW NO. 1217**, a request for a Minor Conditional Use Permit to allow for shared parking located at 2159-2169 Pacific Coast Highway, 2177 Pacific Coast Highway, 25622-25656 Narbonne Avenue, and 25636 Narbonne Avenue, and a Site Plan Review for a one-story commercial building consisting of 3,851 square

feet of commercial space located at 2177 Pacific Coast Highway in the Commercial Retail (C-R) Zone, and confirm the categorical exemption (Applicant: Michael Tseng, 17911 Von Karman Avenue, Irvine, CA 92614)

Associate Planner MacMorran presented the staff report per the agenda material.

Chair Cammarata invited questions from the Commission. There was brief discussion relative to consideration of employee parking in Zone B, the 30-foot driveway with landscape buffer, removal of the freestanding sign, and the location of the block wall.

Chair Cammarata invited the applicant, Michael Tseng (project architect), to address the Commission. Mr. Tseng shared some of the challenges relative to the project. A state-of-the-art building will be built at the site, and an electrical charging station will be installed, to help bring the property up to Code. He requested permission for the existing nonconforming freestanding sign to remain.

There was brief discussion relative to allowing the nonconforming freestanding signs, delivery access for Cold Stone Creamery, and left turns onto Narbonne Avenue from the parking lot.

Director Rindge stated that staff will reach out to Public Works about the possible installation of a “no left turn” sign.

Associate Planner MacMorran clarified that the existing freestanding sign is not allowable by right; separate approval from the Planning Commission would be required, and keeping it is not recommended by staff.

Chair Cammarata opened the public hearing at 6:52 p.m.

George Kivett, Lomita resident, spoke in support of the project.

As there were no additional requests from the public to speak on this item, Chair Cammarata closed the public hearing at 6:55 p.m. and brought the item back to the Commission for further discussion or a motion.

Commissioner Santos made a motion, seconded by Commissioner Stephens, to adopt resolutions approving Minor Conditional Use Permit No. 1 and Site Plan Review No. 1217, subject to the findings and conditions, and to confirm the categorical exemption from the California Environment Quality Act (CEQA).

MOTION CARRIED by the following vote:

AYES: Dever, Santos, Stephens, Vice-Chair Graf, and Chair Cammarata
NOES: None
ABSENT: Steinbach

- 5. MINOR CONDITIONAL USE PERMIT NO. 2 & SITE PLAN REVIEW NO. 1218**, a request for a Minor Conditional Use Permit to allow for reduced parking and a Site Plan Review for a 719-square-foot outdoor dining canopy located at 24516 Narbonne Avenue, Suite 100, in the Downtown Commercial (D-C) Zone, and confirm the categorical exemption (Applicant: Bob Lake, 24516 Narbonne Avenue, Suite 100, Lomita, CA 90717)

Director Rindge presented the staff report per the agenda material. She stated that the applicant made two requests that staff does not recommend for approval:

- 1) To replace the two existing parking spaces just south of the canopy with a fenced-in loading area
- 2) Placement of a new curb and chain fencing on the southerly edge of the site

Chair Cammarata invited discussion from the Commission. The following minor edits were noted:

- 1) On page 2 of the CUP Resolution, under "Section 2. Findings, a.," Condition of Approval 22 should instead be Condition of Approval 13, and Condition of Approval 23 should instead be Condition of Approval 14
- 2) Under Condition 13 of the CUP Resolution, the words "not recommended" should be changed to "not approved"
- 3) In paragraph 3 of the Site Plan Review Resolution, the words "not recommended" should be changed to "not approved"

Chair Cammarata invited the applicant, Bob Lake, to address the Commission. Mr. Lake explained the reasons behind the requests that are not recommended by staff. In addition, he requested that the operating hours be changed to allow for 7:00 p.m. closure on Fridays and 10:00 p.m. on Sundays.

Chair Cammarata opened the public hearing at 7:31 p.m.

George Kivett, Lomita resident, expressed support for the project.

As there were no additional requests from the public to speak on this item, Chair Cammarata closed the public hearing at 7:34 p.m. and brought the item back to the Commission for further discussion or a motion.

Vice-Chair Graf made a motion, seconded by Commissioner Santos, to adopt resolutions approving Minor Conditional Use Permit No. 2 and Site Plan Review No. 1218₁, with the edits/amendments listed below, subject to the findings and conditions, and to confirm the categorical exemption from the California Environment Quality Act (CEQA).

Amendments to the resolutions are as follows:

- 1) On page 2 of the CUP Resolution, under "Section 2. Findings, a.," Condition of Approval 22 should instead be Condition of Approval 13, and Condition of Approval 23 should instead be Condition of Approval 14
- 2) Under Condition 13 of the CUP Resolution, the words "not recommended" should be changed to "not approved"
- 3) In paragraph 3 of the Site Plan Review Resolution, the words "not recommended" should be changed to "not approved"
- 4) Strike Condition 14 in the CUP Resolution
- 5) Strike Condition 23 in the Site Plan Review Resolution
- 6) Amend Condition 25 in the Site Plan Review Resolution to reflect closure times of 7:00 p.m. on Sundays and 10:00 p.m. on Fridays

MOTION CARRIED by the following vote:

AYES: Dever, Santos, Stephens, Vice-Chair Graf, and Chair Cammarata
NOES: None
ABSENT: Steinbach

6. DISCUSSION AND CONSIDERATION OF ZONE TEXT AMENDMENT 2023-01 AMENDING VARIOUS SECTIONS OF LOMITA MUNICIPAL CODE TITLE XI (PLANNING AND ZONING) TO ENSURE CONSISTENCY WITH STATE LAW REGARDING SUPPORTIVE, TRANSITIONAL, AND EMPLOYEE HOUSING, LOW-BARRIER NAVIGATION CENTERS, DENSITY BONUS INCENTIVES, REASONABLE ACCOMMODATION, COVERED PARKING, SENIOR PLANNED UNIT DEVELOPMENTS, EMERGENCY SHELTERS, AND SUBSTANDARD LIVING CONDITIONS, AS WELL AS THE STRIKING OF UNUSED EXISTING ZONING DISTRICTS, AND FINDING THE ACTION TO BE EXEMPT FROM THE CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA) (Applicant: The City of Lomita)

Director Rindge presented the staff report per the agenda material.

Chair Cammarata invited questions from the Commission. Brief discussion was held relative to allowing new single-family homes to be built without a covered parking requirement.

Chair Cammarata opened the public hearing at 7:48 p.m.

George Kivett, Lomita resident, spoke in opposition to eliminating the covered parking requirement for single family homes in Lomita. He supported elimination of the C-S-P and C-N Zones, calling them redundant. Relative to workforce housing, he stated that Lomita needs to increase the mixed-use overlay along Lomita Boulevard between the eastern and western borders, and increase the height limit along the south side of Lomita Boulevard, as shadows would fall on the street and not in neighbors' back yards.

As there were no additional requests from the public to speak on this item, Chair Cammarata closed the public hearing at 7:51 p.m. and brought the item back to the Commission for further discussion or a motion.

Director Rindge clarified that the State mandates that covered parking is no longer required for new single-family homes.

Commissioner Santos made a motion, seconded by Vice-Chair Graf, to recommend that the City Council approve Zone Text Amendment 2023-01, including the addition of items noted in the Addendum received February 13, 2023 (see below), subject to the findings and conditions, and find the action to be exempt from the California Environment Quality Act (CEQA).

Section 4. Zoning Amendments

Based on the foregoing, the City Council hereby approved of the following amendments to the Lomita Municipal Code:

Q. Section 11-1.45.02 ("Principal uses permitted") of Article 45 ("Zone C-G (Commercial, General)") of Title XI of the Lomita Municipal Code is hereby amended to ~~remove-repeal~~ "(2) Uses permitted in the C-S-P and C-N zones" **and add the following:**

- "(33) Barber and beauty shops.**
- (34) Civic center uses, banks, savings and loan and credit unions.**
- (35) Cleaning and dyeing agencies, including incidental spotting, sponging, pressing and repairs.**
- (36) Dental clinics, including laboratories in conjunction therewith.**
- (37) Dry cleaning, self-service.**
- (38) Laundries, self-service.**
- (39) Markets and grocery stores not selling alcoholic beverages.**
- (40) Shoe repair shops.**

- (41) Medical clinics, including laboratories and prescription pharmacies in conjunction therewith, not including medical marijuana dispensaries, cannabis cultivation, or any other commercial cannabis activity.
- (42) Offices, business and professional.
- (43) Parks, public.”

R. Section 11-1.45.05 (“Uses by conditional use permit”) of Article 45 (“Zone C-G (Commercial, General)”) of Title XI of the Lomita Municipal Code is hereby amended to ~~remove-repeal~~ “(1) Any use requiring a conditional use permit in Zone C-S-P or C-N unless otherwise specified in this Article” and add the following:

- “(24) Assembly Halls, subject to the provisions of Section 11-1.68.04.
- (25) Buildings exceeding thirty-five (35) feet in height.
- (26) Fueling service stations.
- (27) Hospitals.
- (28) Schools, and unless otherwise exempted by the school district, schools with a total school capacity of more than fifty (50) students (as determined [by] the Department of Building and Safety) shall be subject to the development standards in Section 11-1.68.04.”

MOTION CARRIED by the following vote:

AYES: Dever, Santos, Stephens, Vice-Chair Graf, and Chair Cammarata
NOES: None
ABSENT: Steinbach

SCHEDULED MATTERS

7. DISCUSSION ON OUTDOOR DINING ORDINANCE (LMC SEC. 11-1.68.06)

Director Rindge presented the staff report per the agenda material.

Commission recommendations included allowing permanent outdoor furniture to deter theft, and continuation of outdoor dining as long as it does not result in fewer parking spaces on public or private property.

Staff will return with a draft ordinance to recommend for approval by the City Council.

8. COMMUNICATIONS REGARDING CITY COUNCIL ACTIONS

Director Rindge stated that the City Council had recently adopted ordinances relative to the building codes updates and signage at the Picerne Development.

9. NEW AND UPCOMING DEVELOPMENTS AND BUSINESSES

The Commission thanked staff for putting this item together. Director Rindge stated that staff plans to include this item on a quarterly basis.

OTHER MATTERS

10. STAFF ANNOUNCEMENTS

Director Rindge introduced new Assistant Planner, Erika Barbero. She also stated that the City Council had recently approved a two-year contract for augmented Code Enforcement.

Deputy City Clerk Abbott stated that beginning in May, Planning Commissioners will no longer be able to participate in meetings virtually except under very special circumstances.

11. PLANNING COMMISSIONER ITEMS

Vice-Chair Graf thanked staff for getting the agenda packets out earlier than had been the practice. He commented on the recent grand opening of Kaia, stating that the property is like a five-star hotel. He added that, according to *The Daily Breeze* on Sunday, Lomita is in the top 10% of cities that have met their housing requirements. He then asked the status of a popup taco stand in the City.

Director Rindge stated that she is unable to comment on open Code Enforcement proceedings but that case is moving through the process.

Commissioner Stephens also gave kudos to staff. She stated that Lomita got a “D” in housing requirements on the very low-income affordability scale, so the City has to stand more firm on that end of the scale with future projects.

Chair Cammarata stated that the taco stand that had been near Auto Zone has moved down by Savers. He then asked if staff had been in touch with a member of the public who had myriad concerns about a smog shop project during the December 12, 2022, meeting. Director Rindge stated that Code Enforcement has been in touch with her.

12. COMMISSIONERS TO ATTEND CITY COUNCIL MEETINGS

Commissioner Santos will attend the Tuesday, March 7, 2023, City Council meeting; It is to be determined which commissioner will attend the Tuesday, March 21, 2023, City Council meeting.

Director Rindge stated that the City Council will be appointing a new Planning Commissioner at the February 21 meeting.

13. ADJOURNMENT

There being no further business to discuss, Chair Cammarata adjourned the meeting at 8:20 p.m.

Linda E. Abbott, CMC
Deputy City Clerk



CITY OF LOMITA PLANNING COMMISSION REPORT

TO: Planning Commission **Item No. PH 5a**

FROM: Erika Barbero, Assistant Planner

MEETING DATE: March 13, 2023

SUBJECT: Minor Conditional Use Permit No. 3 for Shared Parking at 2408-2418 Lomita Boulevard and Amendment to Conditional Use Permit No. 230 at 2408 Lomita Boulevard in the Commercial General (C-G), within the Mixed-Use Overlay (MUO) District

RECOMMENDATION

Adopt resolutions approving Minor Conditional Use Permit No. 3 and approve an amendment to Conditional Use Permit No. 230 to allow for the expansion of Kotosh, an existing restaurant, which serves beer and wine into Unit B.

BACKGROUND

Kotosh, a sit-down restaurant selling wine and beer, proposes an expansion into Unit B and requests a minor conditional use permit to allow for modification to the shared parking requirement at 2408-2418 Lomita Boulevard and an amendment to Conditional Use Permit No. 230 to allow expansion of beer and wine service at 2408 Lomita Boulevard Unit C.

Existing Conditions

The subject site is located on the southwest corner of Lomita Boulevard and Pennsylvania Avenue. The total area of the irregularly shaped property is 40,419 ft² and consists of two multi-tenant buildings, one to the west, and the second to the east including Kotosh. The total floor area of both structures is 15,671 ft² and 9 tenants exist on site. The uses on the subject property vary between retail, service, medical office, and restaurant.

The parking lot maintains 61 parking spaces including the parking lot to the south. The center utilizes one driveway to the north onto Lomita Boulevard and a second to the east onto Pennsylvania Avenue.

ANALYSIS

General Plan

The land use designation for the property is Mixed-Use Overlay (underlying designation is commercial) and allows for a floor area ratio of 2.0 to 1.0. The combined 15,671 ft² building area is on a 40,419 ft² lot and has a F.A.R. of less than 2.0. The proposed commercial project is consistent with the designation.

Zoning Review

The site is zoned Commercial General which is established to provide for regional commercial needs for intensive commercial activities and specialized service establishments that require a central location within a large urban population.

Adjacent Zoning and Land Uses

<i>Direction</i>	<i>Land Use</i>	<i>Zoning</i>
North	Commercial and Residential	Commercial General (C-G), Mixed-Use Overlay (MUO)
South	Manufacturing, Commercial, Residential	Light Manufacturing & Commercial (M-C), Residential Variable Density 1/2500 (RVD2500)
West	Commercial and Residential	Commercial General (C-G), Mixed-Use Overlay (MUO)
East	Commercial and Residential	Commercial General (C-G), Mixed-Use Overlay (MUO)

Minor Conditional Use Permit No. 3

Ordinance No. 839 established a minor conditional use permit (MCUP) entitlement for reduced, shared, and/or off-site parking arrangements. Shared parking is intended to provide an opportunity for multiple uses to optimize parking facilities more efficiently.

This minor conditional use permit application involves tenants with varying peak demand times. The shopping center's existing parking falls short of the number of parking spaces required to intensify the use as the center was originally parked at a one (1) space to 300 ft² ratio with a small surplus for some more intense uses. The applicant provided a parking analysis to determine whether the available parking can satisfy the demand generated by the restaurant's expansion. The Revised Parking Demand Analysis authored by Linscott, Law and Greenspan Engineers (Exhibit G) utilize the Urban Land Institute's (ULI) parking demand profiles to calculate the parking demand for the existing and proposed uses.

The study predicts the peak demand on weekdays to be at 1:00 p.m. which will require all 61 spaces. The peak demand on the weekend will occur from 7:00 pm to 8:00 pm with

the demand for 54 spaces and a surplus of 7 spaces. The analysis provides a table of findings which can be found in Appendix A of the Analysis.

Minor Conditional Use Permit Findings Summary

Staff reviewed the project in accordance with Section 11-1.66.10 (Minor Conditional Use Permit) of the Lomita Municipal Code and advises that the project is consistent with the required findings (see Exhibit G).

Conditional Use Permit No. 230 Amendment

In May 2004, the Planning Commission approved a beer and wine license for the previous restaurant tenant in Unit C. Kotosh restaurant began operations in 2007, operating Monday through Saturday from 11:00 a.m. to 9:00 p.m. and 11:00 a.m. to 8:00 p.m. on Sunday. For the applicant to serve beer and wine in the adjacent unit, the Planning Commission must amend their existing Conditional Use permit to include Unit B for the California Department of Alcohol Beverage Control (ABC) to update their license.

The Los Angeles County Sheriff's Department (LASD) reported four service visits to the business address (no unit specified) and an additional two to the adjacent building in 2022. The City has not received any further complaints in recent years and the business has remained compliant with the existing conditions of approval. The business conducted tenant improvements without permits prior to this application. The total floor area of both suites will be 2,860 ft² and the applicant is required to obtain permits for all unpermitted improvements as a condition of approval. Therefore, Planning staff recommends approval for an amendment to Conditional Use Permit No. 230.

Conditional Use Permit Findings Summary

Staff reviewed the project in accordance with Section 11-1.70.09 (Conditional Use Permit) of the Lomita Municipal Code and advises that the project is consistent with the required findings.

PUBLIC NOTICE

On March 2, 2023, staff mailed notices of this hearing to property owners within 300' of the subject property and posted on the Lomita City web page, at Lomita City Hall, and at Lomita Park.

OPTIONS

1. Approve the attached resolutions as recommended.
2. Approve the attached resolutions with amended conditions.
3. Deny the application.
4. Provide staff with further direction.

EXHIBITS

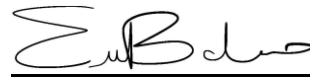
- A. Resolution Minor CUP No. 3
- B. Vicinity Map
- C. Zoning Map
- D. General Plan Map
- E. Aerial Photograph
- F. Notice of Exemption
- G. Parking Demand Analysis
- H. Floor Plan and Site Plan

Recommended by:



Brianna Rindge
Brianna Rindge, AICP
Community & Economic Development Director

Prepared by:



Erika Barbero
Erika Barbero
Assistant Planner

PLANNING COMMISSION
RESOLUTION NO. PC 2023-XX
MINOR CONDITIONAL USE PERMIT NO. 3
AMENDMENT TO CONDITIONAL USE PERMIT 230
2408-2418 LOMITA BOULEVARD
APN: 7376-001-027

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF LOMITA APPROVING A REQUEST FOR A MINOR CONDITIONAL USE PERMIT AT 2408-2418 LOMITA BOULEVARD IN THE COMMERCIAL GENERAL (C-G) ZONE FOR SHARED PARKING AND A REQUEST FOR AN AMENDMENT TO CONDITIONAL USE PERMIT NO. 230 TO EXPAND AN EXISTING RESTAURANT THAT SERVES BEER AND WINE AT 2408 LOMITA BOULEVARD IN THE COMMERCIAL GENERAL (C-G) ZONE. FILED BY KOTOSH RESTAURANT, 2408 LOMITA BOULEVARD, LOMITA, CA 90717 (APPLICANT).

THE PLANNING COMMISSION OF THE CITY OF LOMITA DOES HEREBY FIND, ORDER, AND RESOLVE AS FOLLOWS:

Section 1. Recitals

- A. The City of Lomita received an application to allow a shared parking-space arrangement for the tenants located at 2408-2418 Lomita Boulevard, and to allow an existing restaurant at 2408 Lomita Boulevard, Unit C to offer beer and wine service in Unit B. Filed by Kotosh Restaurant, 2408 Lomita Boulevard, Lomita, CA 90717 (Applicant).
- B. On March 13, 2023, the Planning Commission of the City of Lomita held a duly noticed public hearing and accepted public testimony for an application.
- C. The subject site is zoned C-G (Commercial General) and designated Mixed-Use in the City's General Plan. Per Lomita Municipal Code Section 11-1.66.10, shared parking requires a minor conditional use permit.
- D. The project is categorically exempt pursuant to Section 15301 (Existing Facilities) of the California Environmental Quality Act guidelines. The project consists of permitting shared parking use and permitting a license to sell beer and wine for on-site consumption in an adjoining commercial unit, which is a negligible expansion of the onsite activities.
- E. The Planning Commission finds that the Applicants agree with the necessity of and accept all elements, requirements, and conditions of this resolution as being a reasonable manner of preserving, protecting, providing for and fostering, the health, safety, and welfare of citizens in general including those who access the site.

Section 2. Findings

The project is subject to the Minor Conditional Use Permit findings contained in Lomita Municipal Code Section 11-1.66.10 (Minor Conditional Use Permit). The required findings below are shown in *italicized* type and the reason(s) the project is consistent is shown in regular type. Planning Commission finds, after due study and deliberation, that the following circumstances exist:

- a. *The peak hour parking demand from all uses does not coincide and/or the uses are such that the hours of operation are different for various portions of the business.*

Consulting engineers Linscott, Law & Greenspan's Parking Revised Demand Analysis found that the peak hour parking demand of all the existing uses does not coincide as shown on Table 3 and Table 4 in Exhibit G of the Staff Report.

- b. *The quantity, circulation, and location of parking provided will equal or exceed the level that can be expected if shared or off-site parking is not provided.*

The 61 spaces satisfy parking demand at the 1:00 p.m. weekday peak demand time per the Demand Analysis. In addition, there will be a surplus of 7 spaces in the evening hours as most of the businesses in this shopping center are closed after 6 p.m.

- c. *The adjacent or nearby properties will not be adversely affected relative to parking.*

The business is located in the center of a commercial shopping center along a major commercial corridor in the city.

- d. *The proposed traffic circulation will not be detrimental to the health, safety, and welfare of residents residing or working in or adjacent to the neighborhood.*

The interior circulation facilitates a smooth traffic flow. Access to the site occurs at either one of two driveways: Lomita Boulevard to the north and Pennsylvania Avenue to the east.

- e. *There is clear and convincing evidence that the parking demand will be less than the requirement in Section 11-1.66.03.*

The parking analysis authored by Linscott Law and Greenspan Engineers (Exhibit G) demonstrates that there will be a surplus of parking spaces during peak hours between 7:00 p.m. and 8:00 p.m. and that the proposal yields sufficient parking for the property.

- f. *That the probable long-term occupancy of the building or structure, based on its design, will not generate additional parking demand.*

The proposed use is restaurant, which requires the most parking per square footage of all commercial uses besides ice skating rinks, bars, and nightclubs. Due to the size of the building, it is highly unlikely an ice skating rink would occupy any unit on the property. The restaurant is restricted to a 10:00 p.m. closing time, and any bar or nightclub would need to return to Planning Commission a Conditional Use Permit amendment to operate during typical bar and nightclub hours.

The amendment to the existing Conditional Use Permit is subject to the Conditional Use Permit findings contained in Lomita Municipal Code Section 11-1.70.09 (Conditional Use Permit). The required findings below are shown in italicized type and the reason(s) the project is consistent is shown in regular type. Planning Commission finds, after due study and deliberation, that the following circumstances exist:

(1) The proposed use is allowed within the district with approval of a CUP and complies with all other applicable requirements of this article; (2) The proposed use is consistent with the general plan; (3) The design, location, size and operating characteristics are compatible with existing and future land uses, building and structures in the vicinity and the proposed use will not jeopardize, adversely affect, endanger or otherwise constitute a menace to the public health, safety or general welfare or be materially detrimental to the property of other persons located in the vicinity; (4) The site is adequate in size and shape to accommodate the yards, walls, fences, parking and loading facilities, landscaping and other development features prescribed in this chapter, or as required as a condition in order to integrate the use with the uses in the neighborhood; and (5) The site is served by highways and streets adequate to carry the kind and quantity of traffic such use would generate.

The land use designation for the property is Mixed-Use Overlay with an underlying land use designation of commercial, and this Conditional Use Permit is for a restaurant use. The use is compatible as it the proposal simply expands a use that has existed in the location for over 15 years. The expansion does not create new square footage onsite. The location is at a commercial node along Lomita Boulevard and the Minor Conditional Use Permit analysis verifies sufficient circulation and parking.

Section 3. Based on the above findings, the Planning Commission of the City of Lomita hereby approves Minor Conditional Use Permit No. 3 subject to the following conditions:

GENERAL PROJECT CONDITIONS

1. The project shall conform to the plans, except as otherwise specified in these conditions, or unless a minor modification to the plans is approved by the

Community and Economic Development Director or a major modification to the plans is approved by the Planning Commission.

2. A building permit shall be obtained for any unpermitted interior modifications that have been made prior to this conditional use permit application.
3. This permit is granted for the Applicant's application received on February 22, 2023 on file with the Planning Division, and may not be transferred from one property to another.
4. By commencing any activity related to the project or using any structure authorized by this permit, Applicant accepts all of the conditions and obligations imposed by this permit and waives any challenge to the validity of the conditions and obligations stated therein.
5. This permit shall not be effective for any purpose until a duly authorized representative of the owner of the property has filed with the Department of Community Development, a notarized affidavit accepting all the conditions of this permit. This affidavit, or a copy of this resolution, shall be recorded with the County Recorder and is binding on successors. If the Applicant is a corporation, then an officer of the corporation shall sign the acceptance affidavit.
6. This permit shall automatically be null and void two years from the date of issuance unless a business license has been issued by the City of Lomita. A request for a one-year extension may be considered by the Planning Commission. No extension shall be considered unless requested prior to the expiration date.
7. 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.
8. It is hereby declared to be the intent that if any provision of this permit is held or declared invalid, the permit shall be void and the privileges granted hereunder shall lapse.
9. All outstanding fees owed to the City, including staff time spent processing this application, shall be paid in full.

MINOR CONDITIONAL USE PERMIT CONDITIONS PER SEC. 11-1.66.10(B)(4)

10. As a condition of such minor conditional use permit approval the planning commission shall require a written agreement between landowner(s) and the city, in a form satisfactory to the city attorney, which shall include:
 - a. A guarantee that there will be no substantial alteration in the uses that will create a greater demand for parking; and

- b. A guarantee among the landowner(s) for access to and use of the shared or off-site parking facilities; and
- c. Remedies in the event that there is a change in use on the property or in the event that the shared or off-site parking is lost; and
- d. A provision that the city may require parking facilities in addition to those originally approved, after notice and hearing, upon a finding by the planning commission that adequate parking to serve the use(s) has not been provided; and
- e. A provision stating that the city, acting through the planning commission, may, for due cause and upon notice and hearing, modify, amend, or unilaterally terminate the agreement at any time.

PLANNING CONDITIONS

- 11. All crimes occurring inside or outside the project property shall be reported to the Lomita Station of the Los Angeles County Sheriff's Department at the time of the occurrence.
- 12. Prior to the use of Unit B, the business shall obtain all required building permits and certificate of occupancy.
- 13. The business shall close to customers by 10:00 p.m. daily.

INDEMNIFICATION

Applicant agrees, as a condition of adoption of this resolution, at Applicant's own expense, to indemnify, defend and hold harmless the City and its agents, officers and employees from and against any claim, action or proceeding to attack, review, set aside, void or annul the approval of the resolution or any condition attached thereto or any proceedings, acts or determinations taken, done or made prior to the approval of such resolution that were part of the approval process. Applicant's commencement of construction or operations pursuant to the resolution shall be deemed to be an acceptance of all conditions thereof.

COMPLIANCE

If Applicant, owner, or tenant fails to comply with any of the conditions of this permit, the Applicant, owner or tenant shall be subject to a civil fine pursuant to the City of Lomita Municipal Code.

If any of the conditions of the Minor Conditional Use Permit are not complied with or upon notice of a violation by the Code Enforcement Division, the Planning Commission, after written notice to the applicant and a noticed public hearing, may in addition to revoking the permit, amend, delete, or add conditions to this permit at a subsequent public hearing.

PASSED and ADOPTED by the Planning Commission of the City of Lomita on this 13th day of March 2023 by the following vote:

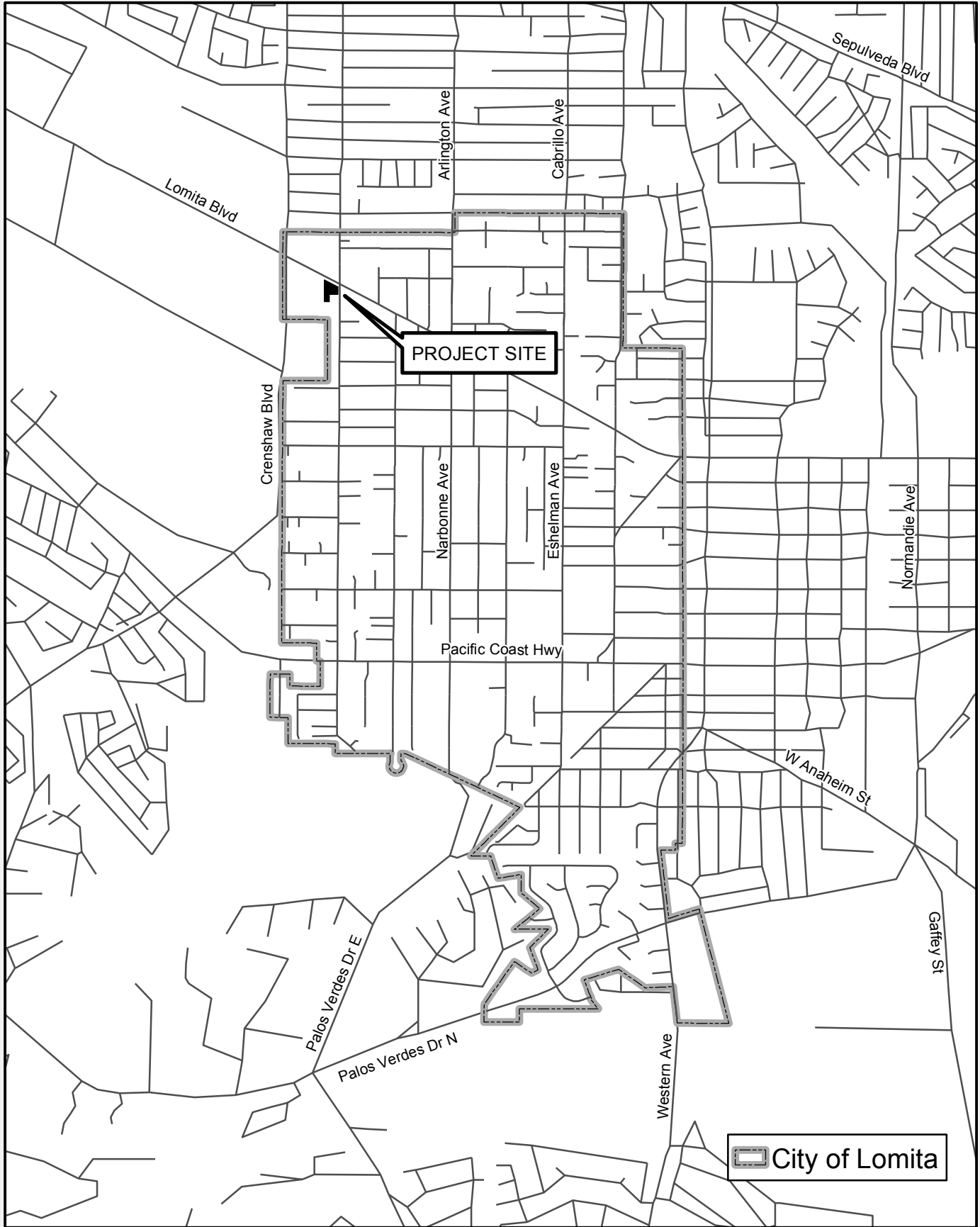
AYES: Commissioners:
NOES: Commissioners:
ABSENT: Commissioners:
RECUSE: Commissioners:

Steven Cammarata, Chairperson

ATTEST: _____
Brianna Rindge, AICP
Community and Economic Development Director

Within 30 days of the date of this decision for an exception, permit, change of zone, or other approval, or by the person the revocation of whose permit, exception, change of zone, or other approval is under consideration, of notice of the action of, or failure to act by, the Commission, any person dissatisfied with the action of, or the failure to act by, the Commission may file with the City Clerk an appeal from such action upon depositing with said Clerk an amount specified by resolution of the City Council.

Any action to challenge the final decision of the City made as a result of the public hearing on this application must be filed within the time limits set forth in Code of Civil Procedure Section 1094.6.

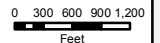


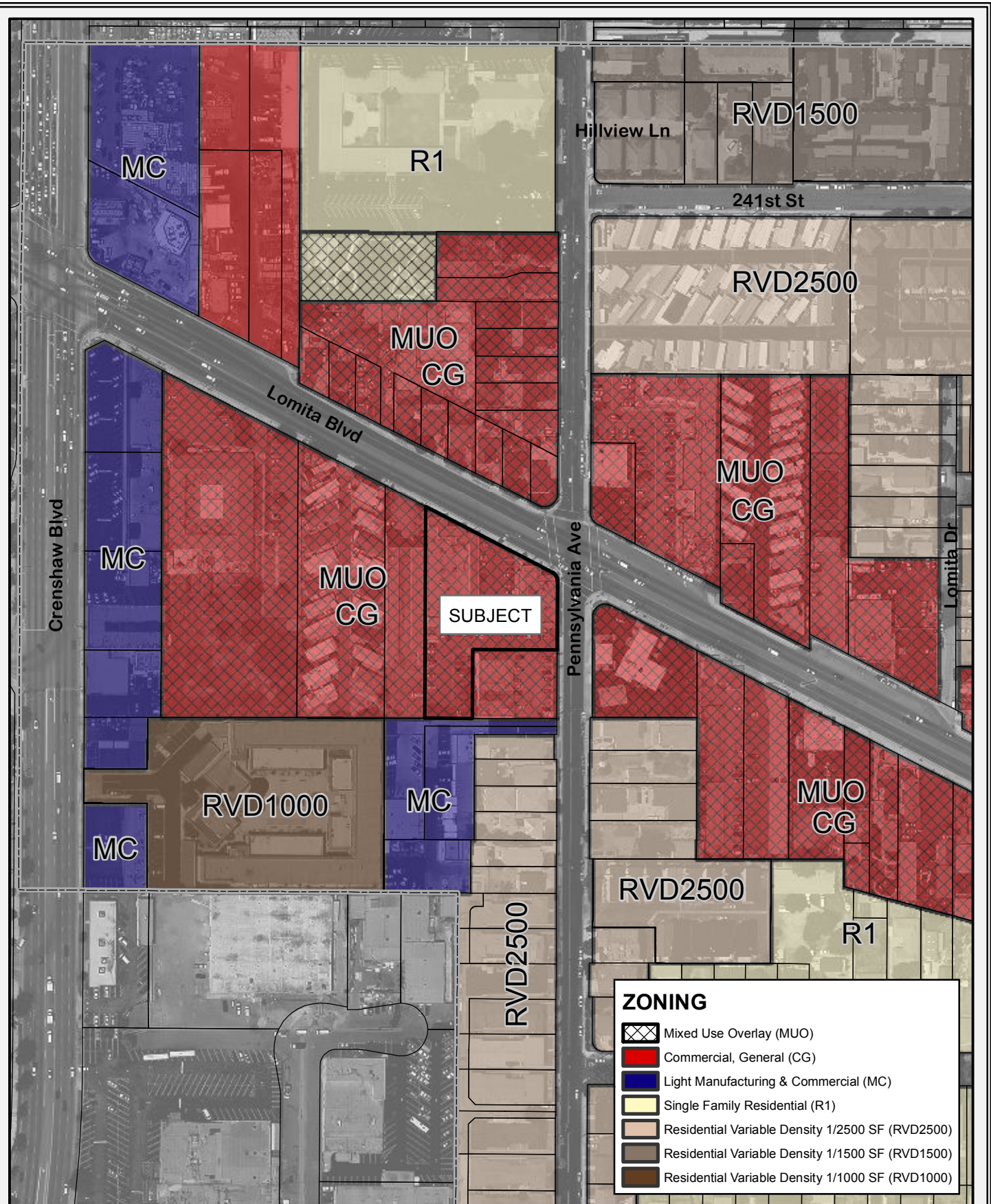
**Minor Conditional Use Permit
No. 3 2408 Lomita Boulevard**

Community Development
Brianna Rindge, Community
Development Director








March 2023

Source: Lomita GIS Data Layers, TIGER Files GIS/
Apps/2418Lomita_vly





ZONING

-  Mixed Use Overlay (MUO)
-  Commercial, General (CG)
-  Light Manufacturing & Commercial (MC)
-  Single Family Residential (R1)
-  Residential Variable Density 1/2500 SF (RVD2500)
-  Residential Variable Density 1/1500 SF (RVD1500)
-  Residential Variable Density 1/1000 SF (RVD1000)

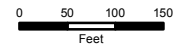


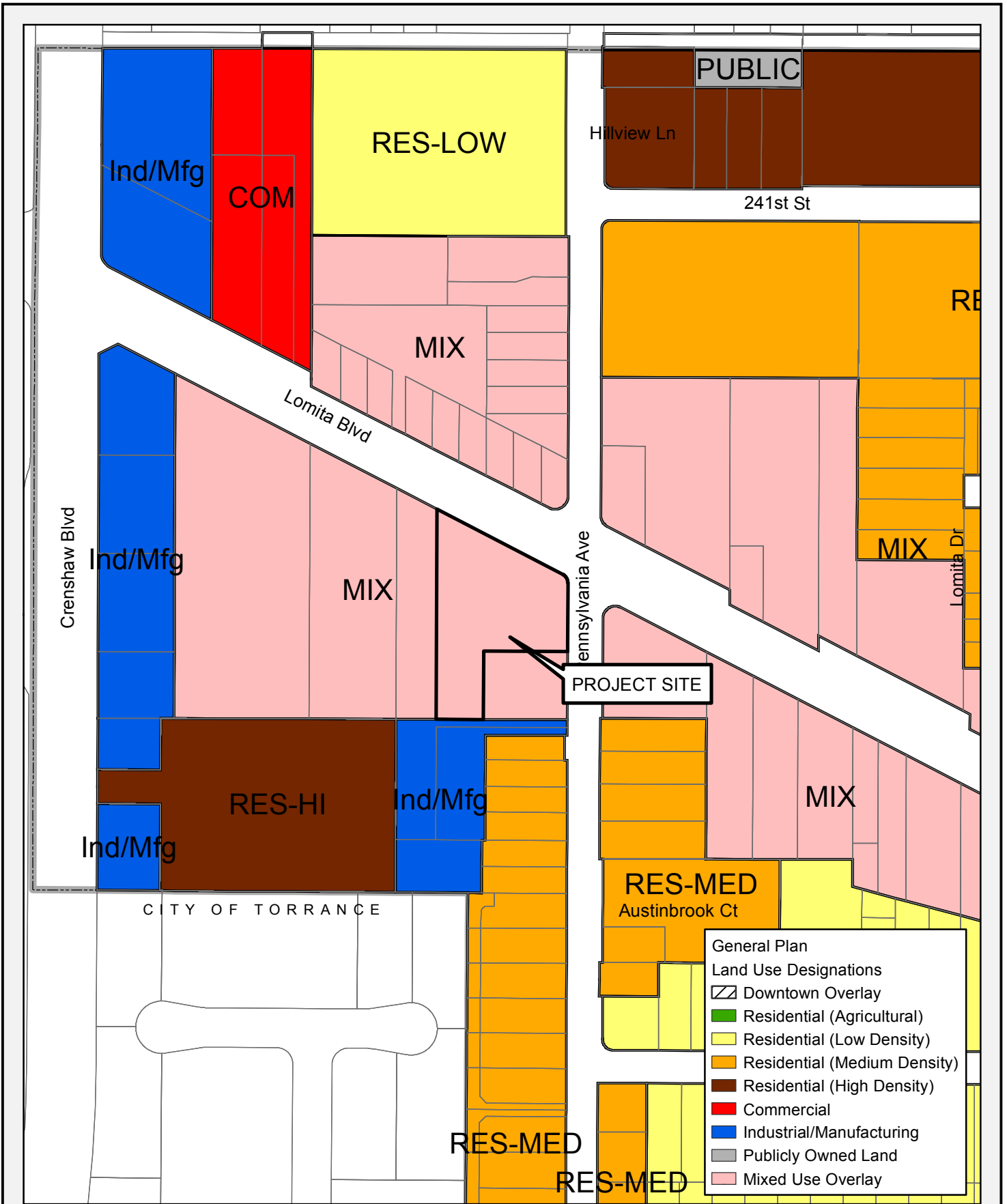
**Minor Conditional Use Permit
No. 3, 2408 Lomita Boulevard**

Community Development
Gary Sugano, Asst. City Manager
August 2016



Source: Lomita GIS Data Layers
/Apps/2418Lomita_zon





CITY OF TORRANCE

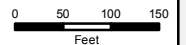


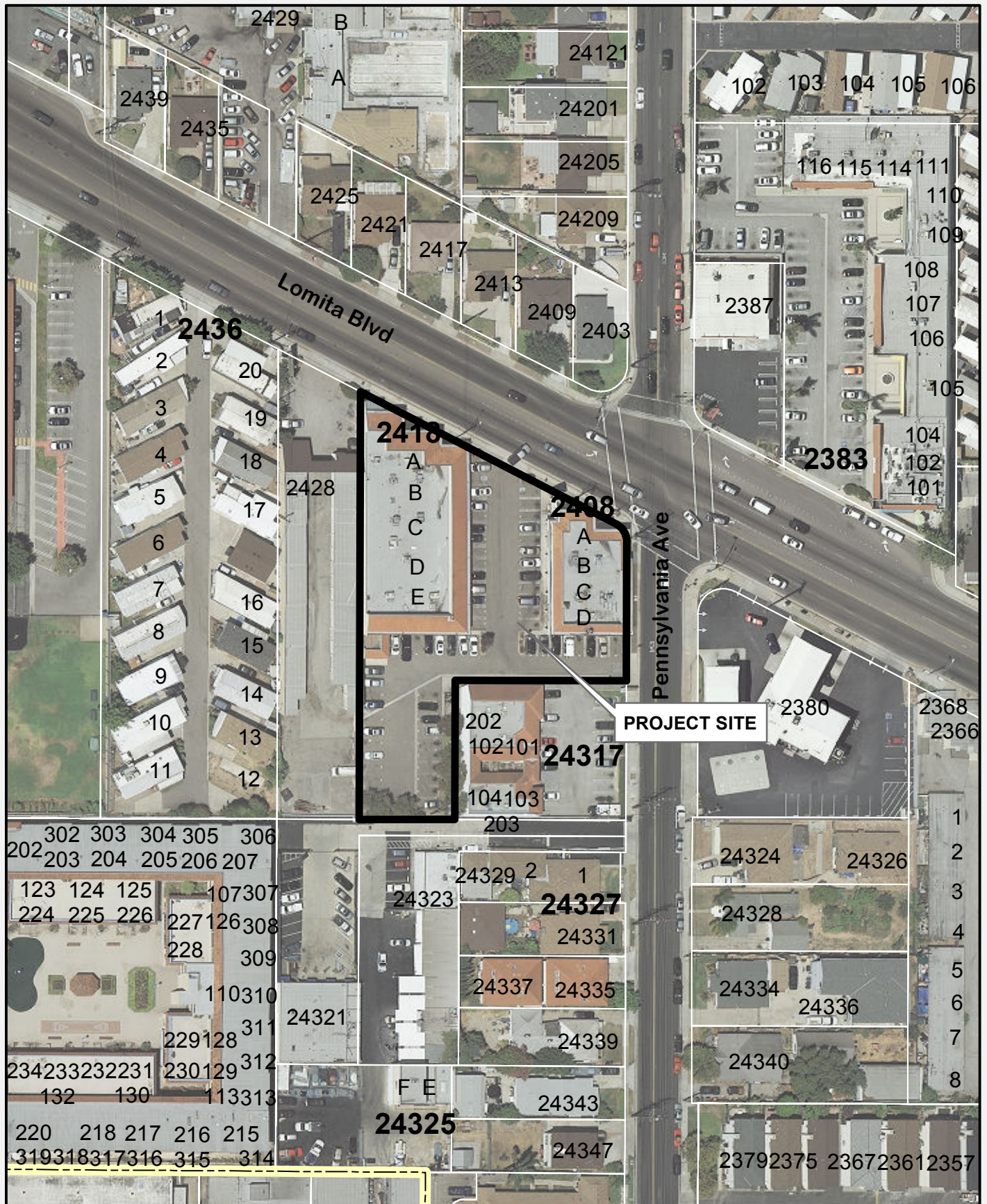
**Minor Conditional Use Permit
No. 3 2408 Lomita Boulevard**

Community Development
Brianna Rindge, Community
Development Director
March 2023



Source: Lomita GIS Data Layers
GIS/Apps/2418Lomita_gp



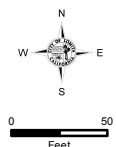


**Minor Conditional Use Permit
No. 3 2408 Lomita Boulevard**

Community Development
Brianna Rindge, Community
Development Director

March 2023

Source: Lomita GIS Data Layers
/Apps/2418Lomita_aer





Community Development Department
Planning Division
24300 Narbonne Avenue
Lomita, CA 90717
310/325-7110
FAX 310/325-4024

NOTICE OF EXEMPTION

Project Title: Minor Conditional Use Permit No. 3

Project Description: A request for a Minor Conditional Use Permit No. 3 for shared parking at 2408-2418 Lomita Boulevard at 2408 Lomita Boulevard in the Commercial General (C-G) District, within the Mixed-Use Overlay (MUO) Zone

Finding:

The Planning Division of the Community Development Department of the City of Lomita has reviewed the proposed project and found it to be exempt from the provisions of the California Environmental Quality Act (CEQA).

- Ministerial Project
- Categorical Exemption (CEQA Guidelines, Section 15301(a) (Existing Facilities) & Section 15332 (In-Fill Development))
- Statutory Exemption
- Emergency Project
- Quick Disapproval [CEQA Guidelines, Section 15270]
- No Possibility of Significant Effect [CEQA Guidelines, Section 15061(b)(3)]

Supporting Reasons: In accordance Pursuant to Section 15301 (Existing Facilities) of the CEQA guidelines, a project that consists of permitting or licensing involving negligible expansion of use may be found to be exempt from the requirements of CEQA. In addition, Section 15332 (In-Fill Development) exempts a project that is consistent with the general plan and zoning designation, is on an urban site less than five acres, is not a special habitat, does not create significant traffic, noise, air quality or water quality issues, and is adequately served by all utilities and public services. The proposed minor conditional use permit for shared parking is a permitting activity and intensification of an existing restaurant use meets the criteria for an infill development. Therefore, the Planning Commission has determined that there is no substantial evidence that the project may have a significant effect on the environment.

Date

Erika Barbero
Assistant Planner

February 21, 2023

Ms. Rocio Yamashiro
Kotosh Restaurant
2408 Lomita Blvd., Suite C
Lomita, CA 90717

LLG Reference No. 2.22.4626.1

Subject: **Revised Parking Demand Analysis for the proposed
Kotosh Restaurant Dining Room Expansion Project**
Lomita, California

Dear Ms. Yamashiro:

As requested, Linscott, Law, & Greenspan, Engineers (LLG) is pleased to submit this Revised Parking Demand Analysis associated with the proposed conversion of storage area within the existing Kotosh Restaurant into dining area. This report was revised to reflect updated building square footages to be consistent with City building permit records. The subject property is located on the southwest quadrant of Lomita Boulevard and Pennsylvania Avenue addressed at 2408 Lomita Boulevard in the City of Lomita. The Project is located within the existing within Town Plaza neighborhood retail center addressed at 2408 - 2418 Lomita Boulevard.

Based on our understanding, a parking study has been required by the City of Lomita to document the existing parking requirements and operational needs of the shopping center as it currently exists and to evaluate the parking requirements of the mix of uses with the proposed Project.

The existing Town Plaza neighborhood retail center is comprised of two (2) buildings with nine (9) tenants, inclusive of the Project, with a total floor area of 15,671¹ square-feet (SF), which will remain unchanged and includes a tenant mix of retail/service commercial, medical office, and restaurant space. The Project is proposing to renovate and convert approximately 425 square feet (SF) of storage area within the existing Kotosh Restaurant into dining area with eight (8) tables. The existing parking supply at the Town Plaza totals 61 parking spaces.

¹ It should be noted that the square footages provided by the applicant were on a suite-by-suite basis which resulted in a total building size of 14,235 SF. However, building permits on record with the City shows a total building size of 15,671 SF. Therefore, each suite was proportionally increased to account for this difference.

Engineers & Planners

Traffic
Transportation
Parking

**Linscott, Law &
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Philip M. Linscott, PE (1924-2000)
William A. Law, PE (1921-2018)
Jack M. Greenspan, PE (Ret.)
Paul W. Wilkinson, PE (Ret.)
John P. Keating, PE (Ret.)
David S. Shender, PE
John A. Boarman, PE
Clare M. Look-Jaeger, PE (Ret.)
Richard E. Barretto, PE
Keil D. Maberry, PE
Kalyan C. Yellapu, PE
Dave Roseman, PE
Shankar Ramakrishnan, PE
An LG2WB Company Founded 1966

This parking analysis evaluates the shopping center's parking requirements based on the City of Lomita Municipal Code, inclusive of those requirements associated with a *Minor Conditional Use Permit (MCUP)* application, and the current shared parking methodology outlined in Urban Land Institute's (ULI) *Shared Parking, 3rd Edition*.

The study focused on the following:

- Calculates the Code-based parking requirements for the existing retail center based on the application of City Code parking ratios
- Estimates parking demand through the application of the Shared Parking concept, and in consideration of the City's MUP requirements for approval of shared parking
- Compares the estimated shared parking demand against the existing parking supply, in order to identify any potential, operational surplus or deficiency in parking spaces

Our method of analysis, findings, and conclusions are described in detail in the following sections of this report.

PROJECT LOCATION AND DESCRIPTION

The Project site is located at 2408 Lomita Boulevard and is a part of the existing Town Plaza neighborhood retail center that is addressed at 2408 - 2418 Lomita Boulevard. The subject property is located on the southwest quadrant of Lomita Boulevard and Pennsylvania Avenue addressed at 2408 Lomita Boulevard in the City of Lomita. **Figure 1**, located at the rear of this letter report, presents a Vicinity Map, which illustrates the general location of the subject property in the context of the surrounding street system.

Existing Development

The existing Town Plaza neighborhood retail center is developed with a total floor area of 15,671 SF within two (2) buildings and is fully occupied with a combination of retail/service commercial (47%), restaurant (34%), and medical office (19%), with a floor area of 7,513 SF, 5,103 SF, and 3,055 SF, respectively. **Figure 2** presents an existing aerial photograph of the site and illustrates the existing buildings and parking areas. Based on a field assessment, the existing on-site parking supply for the center totals 61 spaces.

Proposed Project

The Project proposes to renovate and convert approximately 425 SF of storage area within the existing Kotosh Restaurant into dining area with eight (8) tables. **Figure 3**

presents proposed site plan for the Kotosh Restaurant, which shows the area to be converted from storage to dining area.

Table 1, located at the end of this letter report, following the figures, presents the tenant unit/address, current development tabulation/tenant mix, land use, and associated floor areas by land use for the center. A review of *Table 1* indicates the occupied floor area of 15,671 SF is a mix of retail/commercial, restaurant, and medical office within two (2) buildings with an additional 425 SF restaurant parking demand as part of the proposed Project. It should be noted that the ±425 SF is existing area conversion only and not additional building or restaurant area.

PARKING SUPPLY-DEMAND ANALYSIS

This parking analysis for the mixed-used development involves determining the expected parking needs, based on the size and type of proposed development components, versus the parking supply. In general, there are three methods that can be used to estimate the site's peak parking needs. For this analysis, the first two methods have been used and include:

- Application of City code requirements (which typically treats each tenancy type as a “stand alone” use at maximum demand).
- Application of shared parking usage patterns by time-of-day (which recognizes that the parking demand for each tenancy type varies by time of day and day of week). The shared parking analysis starts with a code calculation for each tenancy type. For this assessment, current shared parking methodology outlined in Urban Land Institute's (ULI) *Shared Parking, 3rd Edition* was utilized.
- Existing parking demand surveys to determine the aggregate parking demand of current tenants, combined with application of shared parking evaluation methodologies for all proposed or existing vacant floor areas in the center.

The shared parking methodology is applicable to a neighborhood retail center such as subject property and adjacent uses because the individual land use types (i.e., retail, service commercial, food, and medical, etc.) experience peak demands at different times of the day.

CODE PARKING REQUIREMENTS

The code parking calculation for Town Plaza is based on the City's requirements as outlined in *Section 11-1.66.03 - Parking Requirements* of the Municipal Code. The

City's Municipal Code specifies the following parking requirements, which may or may not be applicable to the proposed Project:

- Retail and service commercial, including beauty salons and pet grooming, and similar uses: 1 space per 300 SF - GFA
- Medical/Dental Office: 1 space per 225 SF - GFA
- Restaurants: 1 space per 150 SF – GFA, including outdoor dining areas

Table 2 presents the code parking requirements for the existing development plus the parking implications associated with proposed Project. As shown, this application of City parking ratios to the existing mix of uses results in an existing code parking requirement of 73 spaces. The implementation of the proposed Project results in an increase of 3 spaces for a total parking requirement of 76 parking spaces. With an existing parking supply of 61 spaces, a theoretical code shortfall of 15 spaces is calculated.

However, the specific tenancy mix of the Project provides an opportunity to share parking spaces based on the utilization profile as well as existing hours of operation of each included land use component/tenant. The following section calculates the parking requirements for the Project based on the shared parking methodology approach.

SHARED PARKING ANALYSIS

Shared Parking Methodology

Accumulated experience in parking demand characteristics indicates that a mixing of land uses results in an overall parking need that is less than the sum of the individual peak requirements for each land use. Due to the mixed-use characteristics of the retail center, opportunities to share parking likely occur now and can be expected to continue with full occupancy and completion of the proposed Project. The objective of this shared parking analysis is to forecast the peak parking requirements for the project based on the combined demand patterns of different tenancy types at the site, as well as the varying hours of operations for the current tenant mix.

Shared parking calculations recognize that different uses often experience individual peak parking demands at different times of day, days of the week, or months of the year. When uses share common parking footprints, the total number of spaces needed to support the collective whole is determined by adding parking profiles (by time of day for weekdays versus weekend days), rather than individual peak ratios as represented in the City of Lomita Municipal Code. In that way, the shared parking

approach starts from the City's own code ratios and results in the "design level" parking supply needs of a site.

There is an important common element between the traditional "code" and the shared parking calculation methodologies; the peak parking ratios or "highpoint" for each land use's parking profile typically equals the "code" parking ratio for that use. The analytical procedures for shared parking analyses are well documented in the *Shared Parking, 3rd Edition* publication by the Urban Land Institute (ULI).

Shared parking calculations for the analysis utilize hourly parking accumulations developed from field studies of single developments in free-standing settings, where travel by private auto is maximized. These characteristics permit the means for calculating peak parking needs when land use types are combined. Further, the shared parking approach will result, at other than peak parking demand times, in an excess amount of spaces that will service the overall needs of the project.

Key inputs in the shared parking analysis for each land use include:

- Peak parking demand by land use for visitors and employees.
- Hourly variations of parking demand.
- Weekday versus weekend adjustment factors
- City of Lomita Parking Ratios per *Section 11-1.66.03 – Parking Requirements* of the Municipal Code.

Shared Parking Ratios and Profiles

The hourly parking demand profiles (expressed in percent of peak demand) utilized in this analysis and applied to the Center are based on profiles developed by the Urban Land Institute (ULI) and published in *Shared Parking, 3rd Edition*. The ULI publication presents hourly parking demand profiles for several general land uses: retail, discount stores, restaurant, office, medical office, bank, etc. These factors present a profile of parking demand over time and have been used directly, by land use type, in the analysis of this project; when necessary the profiles were adjusted to reflect the hours of operation of an existing tenant. The ULI profiles of parking demand have been used directly, by land use type, in the analysis of this site and are applied to the City's applicable parking ratio.

The ULI retail use profiles are applied directly. In doing so, there is an intermediate step in expressing ULI profiles as a percentage of the week-long peak, thus arriving at a weekday profile and weekend profile each expressed as a percentage of the baseline parking ratio (ULI actually starts with separate ratios for weekday and weekend day and develops profiles for each accordingly; we've found it more convenient to

translate both profiles to a percent of expected maximum demand, which, for retail, turns out to be on a Saturday). The resulting profiles represent the most likely hourly parking demand profile and are applied to the City's retail parking ratio of 1 space per 300 SF (3.33 spaces per 1000 SF). Peak demand for retail uses occurs between 12:00 PM – 2:00 PM on weekdays, and 1:00 PM – 3:00 PM on weekends.

The retail parking profile was used and applied to 7,513 SF of retail/service commercial uses, inclusive of the pet store, nail salon, escape room, and learning center.

The ULI *Shared Parking* publication includes several categories for restaurants. For this analysis, the parking profile for fine/casual dining restaurant uses was all utilized as each of the categories match the current restaurant tenant and the proposed Project, respectively. Like the retail profiles, the restaurant profiles are derived exactly from the ULI baseline. The restaurant-parking ratio utilized in this analysis exactly matches the City code rate for those tenants where food consumption is primarily on-site.

For fine/casual dining restaurants, the parking profile in the ULI publication was used and applied to the Project to forecast its weekday and weekend hourly demand. Peak demand for a fine/casual dining restaurant occurs between 7:00 PM – 10:00 PM on weekdays, and 8:00 PM – 9:00 PM on weekends. The City's Parking Code ratio of 1 space per 150 SF of floor area, inclusive of patio area, was used in this analysis.

The medical/dental office profiles were also directly derived from ULI. The peak-parking ratio for medical/dental office uses exactly equals the City's Parking Code requirement of 1 space per 225 SF of floor area.

It should be noted that no monthly adjustment factors were applied to account for variations of parking demand over the year to provide a conservative parking demand forecast.

Application of Shared Parking Methodology

Tables 3 and 4 present the overall weekday and weekend parking demand profiles for the Center based on the shared parking methodology, assuming full occupancy of the center and including the proposed Project.

The second through fourth columns of these tables present the parking accumulation characteristics and parking demand of the existing uses for the hours of 6:00 AM to midnight, whereas the fifth column presents the proposed Project. The sixth and seventh columns present the expected joint-use parking demand for the Center on an hourly

basis and further presents the hourly parking surplus/deficiency (number of spaces) for the proposed Project, respectively, compared to the existing parking supply of 61 spaces.

Review of *Tables 3 and 4* indicates that the future full occupancy weekday peak parking demand with the Project will occur at 1:00 PM with a minimum peak demand of **61 parking spaces**. Based on the existing parking supply of 61 spaces, the peak parking demand on a weekday will yield a balanced condition. On a weekend, the peak parking demand with the Project will occur at 7:00 PM and 8:00 PM with a peak demand of **54 parking spaces** resulting in a minimum parking **surplus of 7 spaces**. *Appendix A* contains the detailed weekday and weekend ULI shared parking worksheets. *It should be noted that the Kumon Math & Reading facility time of day parking profile was reflected as retail to remain conservative, but will have little to no parking demand during the weekday 1:00 PM peak parking condition and is closed during the weekend 7:00 PM and 8:00 PM peak parking condition.*

SUMMARY OF FINDINGS AND CONCLUSIONS

1. The Project site is located at 2408 Lomita Boulevard and is a part of the existing Town Plaza neighborhood retail center that is addressed at 2408 - 2418 Lomita Boulevard. The subject property is located on the southwest quadrant of Lomita Boulevard and Pennsylvania Avenue addressed at 2408 Lomita Boulevard in the City of Lomita. existing Town Plaza neighborhood retail center is developed with a total floor area of 15,671 SF within two (2) buildings and is fully occupied with a combination of retail/service commercial (47%), restaurant (34%), and medical office (19%). Based on a field assessment, the existing on-site parking supply for the center totals 61 spaces..
2. The Project is proposing to renovate and convert approximately 425 square feet (SF) of storage area within the existing Kotosh Restaurant into dining area with eight (8) tables.
3. Direct application of City parking codes to the existing mix of uses and the proposed Project, results in a total parking requirement of 76 parking spaces. When compared against the existing parking supply of 61 spaces the Center has a theoretical shortfall of 15 spaces.
4. Given the mix of center tenancies, a shared parking analysis has been prepared and indicates that the weekday peak parking demand will occur at 1:00 PM with peak demand of 61 spaces. Based on the existing parking supply of 61 spaces, the peak demand on a weekday will yield a balanced condition. On a weekend, the peak parking demand will occur at 7:00 PM and 8:00 PM with a peak demand of

54 spaces resulting in a minimum parking surplus of 7 parking spaces. *It should be noted that the Kumon Math & Reading facility time of day parking profile was reflected as retail to remain conservative, but will have little to no parking demand during the weekday 1:00 PM peak parking condition and is closed during the weekend 7:00 PM and 8:00 PM peak parking condition.* Hence, it is concluded that adequate parking is provided on site to accommodate the proposed tenant mix inclusive of the proposed Kotosh Restaurant dining area expansion.

* * * * *

We appreciate the opportunity to prepare this parking demand analysis for the proposed Project and the City of Lomita. Should you have any questions or need additional assistance, please do not hesitate to call me at (949) 825-6175.

Very truly yours,
Linscott, Law & Greenspan, Engineers

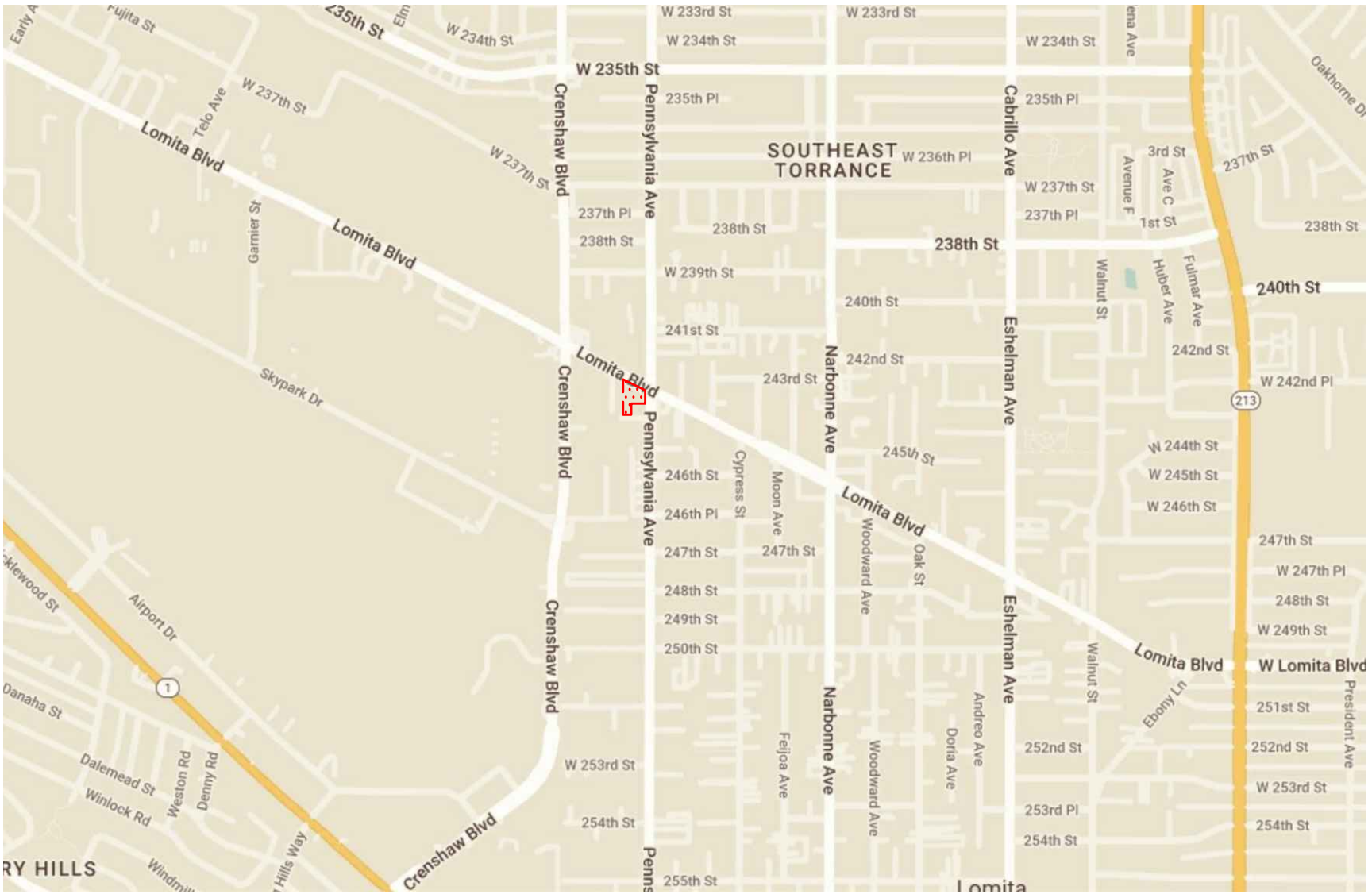


Keil D. Maberry, P.E.
Principal



cc: File

Attachments



n:\4600\2224626 - kotosh restaurant conversion, lomita\dwg\4626 f-1.dwg_LDP 10:32:01 01-19-2023 aguilera

SOURCE: GOOGLE

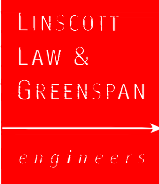
KEY

 = PROJECT SITE

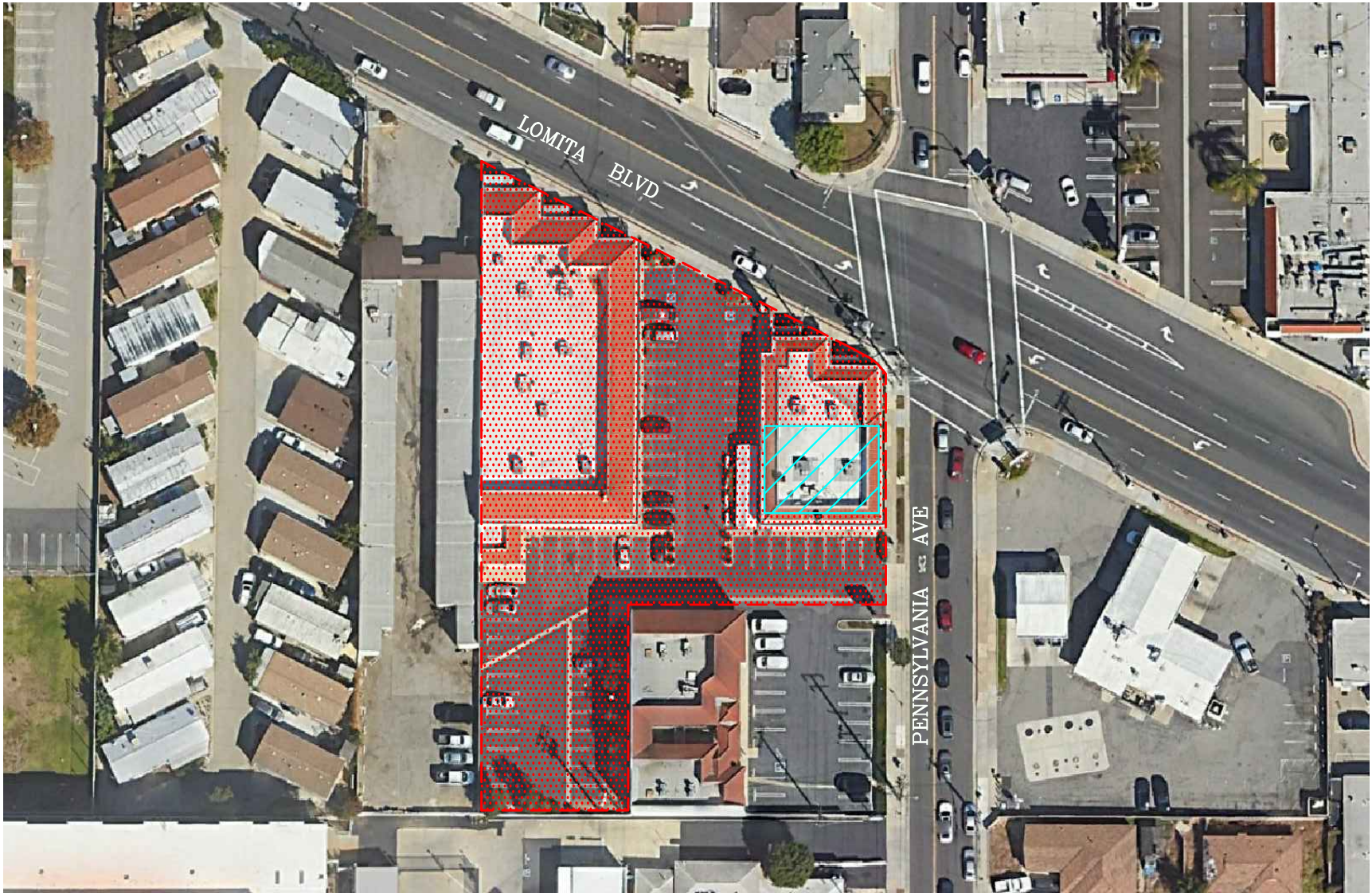
FIGURE 1

VICINITY MAP

KOTOSH DINING ROOM EXPANSION, LOMITA



NO SCALE



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LINSCOTT
LAW &
GREENSPAN
engineers



NO SCALE

SOURCE: GOOGLE

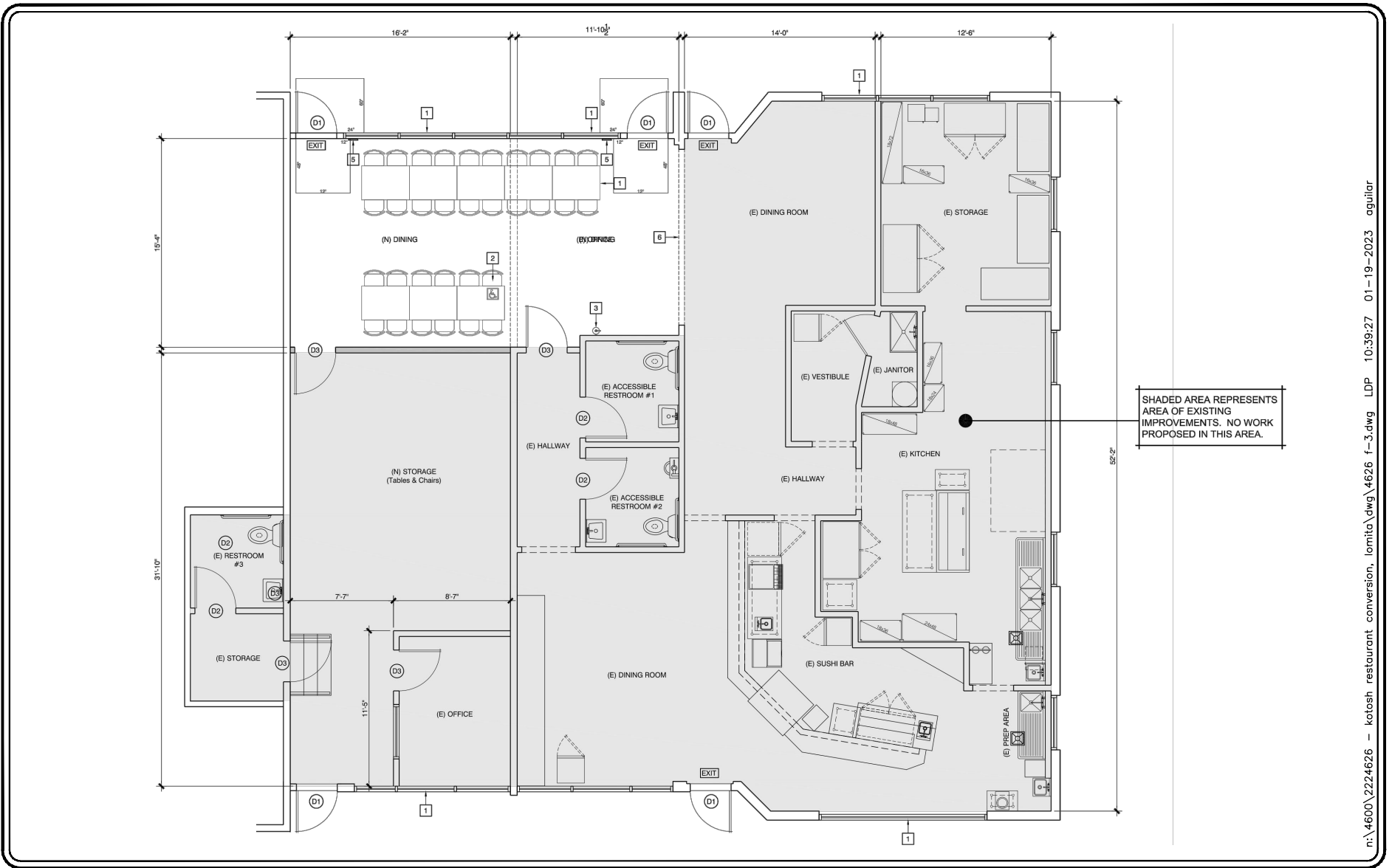
KEY

 = KOTOSH RESTAURANT

 = PROJECT SITE

FIGURE 2

EXISTING SITE AERIAL
KOTOSH DINING ROOM EXPANSION, LOMITA



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SOURCE: FARPOINTE DESIGN GROUP

FIGURE 3

KOTOSH SITE PLAN

KOTOSH DINING ROOM EXPANSION, LOMITA

LINSOTT
LAW &
GREENSPAN



NO SCALE




TABLE 1
EXISTING AND PROPOSED TENANT/LAND USE SUMMARY [1]
Kotosh Dining Room Expansion, Lomita

Building/Suite	Tenant	Land Use	Original Building Size (SF)	Adjustments (SF)	Total Adjusted Building Size (SF)	Retail	Fine & Casual Dining	Medical/Dental Office
<i>Existing Development</i>								
2408 A	Agustin's Exotic Birds and Reptiles	Pet Store	1,640 SF	165 SF	1,805 SF	1,805		
2408 B	Kotosh	Restaurant	720 SF	73 SF	793 SF		793	
2408 C	Kotosh	Restaurant	1,403 SF	142 SF	1,545 SF		1,545	
2418 A	Muodu Shanghai Cuisine	Restaurant	1,562 SF	158 SF	1,720 SF		1,720	
2418 B	Planet Escape Room	Entertainment	3,405 SF	343 SF	3,748 SF	3,748		
2418 C	Nail Salon Aqua	Salon	900 SF	91 SF	991 SF	991		
2418 C-1	Eye Walk Optician	Medical Office	800 SF	81 SF	881 SF			881
2418 D	Kumon Math & Reading	Learning Center	880 SF	89 SF	969 SF	969		
2418 E	Urgent Care Center	Medical Office	1,975 SF	199 SF	2,174 SF			2,174
2418 F	Vendetta Rossa	Restaurant	950 SF	96 SF	1,046 SF		1,046	
			<i>14,235 SF</i>	<i>1,436 SF</i>	<i>15,671 SF</i>	<i>7,513</i>	<i>5,103</i>	<i>3,055</i>
<i>Proposed Project</i>								
<i>2408 B/C</i>	<i>Kotosh Dining Area Expansion</i>	<i>Proposed Restaurant</i>			<i>425 SF [2]</i>	<i>0</i>	<i>425</i>	<i>0</i>
<i>Total Area by Proposed Land Use</i>					<i>16,096 SF</i>	<i>7,513</i>	<i>5,528</i>	<i>3,055</i>
<i>Total Area by Proposed Land Use Percentage</i>					<i>100.0%</i>	<i>46.7%</i>	<i>34.3%</i>	<i>19.0%</i>

Notes:

[1] Source: Farpointe, Inc.

[2] The 425 SF is conversion area only and not additional square-footage area to the building or restaurant

TABLE 2
CITY CODE PARKING REQUIREMENT [1]
Kotosh Dining Room Expansion, Lomita

Land Use	Size	City of Lomita Code Parking Ratio	Spaces Required
<i>Existing Development</i>			
Retail/Service Commercial	7,513 SF	1 space per 300 SF of GFA	25
Restaurant	5,103 SF	1 space per 150 SF of GFA including outdoor dining	34
Medical-Dental Office	3,055 SF	1 space per 225 SF of GFA	14
<i>Proposed Project</i>			
<i>Proposed Kotosh Dining Area Expansion</i>	<i>425 SF</i>	<i>1 space per 150 SF of GFA including outdoor dining</i>	<i>3</i>
A. TOTAL EXISTING PARKING CODE REQUIREMENT			73
B. "NET" PROPOSED PARKING CODE REQUIREMENT			3
C. TOTAL PARKING CODE REQUIREMENT BASED ON FULL OCCUPANCY			76
D. EXISTING PARKING SUPPLY			61
E. PARKING SURPLUS/DEFICIENCY (+/-) BASED ON FULL OCCUPANCY (D - C)			-15

Notes:

[1] Source: City of Lomita Municipal Code, Section 11-1.66.03 - Parking Requirements.

**TABLE 3
WEEKDAY SHARED PARKING DEMAND ANALYSIS [1]
Kotosh Dining Room Expansion, Lomita**

Land Use	Retail/Service Commercial	Fine/Casual Dining Restaurant	Medical/Dental Office	Proposed Project Fine/Casual Dining Expansion	Shared Parking Demand	Comparison w/ Parking Supply 61 Spaces Surplus (Deficiency)
Size Pkg Rate[2]	7.513 KSF 3.33 /KSF	5.103 KSF [3] 6.67 /KSF	3.055 KSF 4.44 /KSF	0.425 KSF [3] 6.67 /KSF		
Gross Spaces	25 Spc.	34 Spc.	14 Spc.	3 Spc.		
Time of Day	Number of Spaces	Number of Spaces	Number of Spaces	Number of Spaces		
6:00 AM	0	0	0	0	0	61
7:00 AM	2	1	1	0	4	57
8:00 AM	4	2	13	0	19	42
9:00 AM	8	3	13	0	24	37
10:00 AM	14	8	14	0	36	25
11:00 AM	18	14	14	1	47	14
12:00 PM	23	23	8	2	56	5
1:00 PM	23	23	13	2	61	0
2:00 PM	22	21	14	2	59	2
3:00 PM	20	13	14	1	48	13
4:00 PM	20	16	13	1	50	11
5:00 PM	20	23	12	2	57	4
6:00 PM	21	28	9	2	60	1
7:00 PM	19	29	5	3	56	5
8:00 PM	16	29	2	3	50	11
9:00 PM	11	29	0	3	43	18
10:00 PM	5	28	0	2	35	26
11:00 PM	2	23	0	2	27	34
12:00 AM	0	8	0	1	9	52

Notes:

[1] Source: ULI - Urban Land Institute "Shared Parking," Third Edition, 2020.

[2] Parking rates for all land uses based on City code.

[3] Floor area shown includes conversion of storage area to dining area within the existing Kotosh Restaurant.

**TABLE 4
WEEKEND SHARED PARKING DEMAND ANALYSIS [1]
Kotosh Dining Room Expansion, Lomita**

Land Use	Retail/Service Commercial	Fine/Casual Dining Restaurant	Medical/Dental Office	Proposed Project Fine/Casual Dining Expansion	Shared Parking Demand	Comparison w/ Parking Supply 61 Spaces Surplus (Deficiency)
Size Pkg Rate[2]	7.513 KSF 3.33 /KSF	5.103 KSF [3] 6.67 /KSF	3.055 KSF 4.44 /KSF	0.425 KSF [3] 6.67 /KSF		
Gross Spaces	25 Spc.	34 Spc.	14 Spc.	3 Spc.		
Time of Day	Number of Spaces	Number of Spaces	Number of Spaces	Number of Spaces		
6:00 AM	1	0	0	0	1	60
7:00 AM	2	1	1	0	4	57
8:00 AM	8	2	13	0	23	38
9:00 AM	14	3	13	0	30	31
10:00 AM	18	4	14	0	36	25
11:00 AM	23	8	14	0	45	16
12:00 PM	24	19	8	2	53	8
1:00 PM	25	20	0	2	47	14
2:00 PM	25	17	0	1	43	18
3:00 PM	24	17	0	1	42	19
4:00 PM	23	17	0	1	41	20
5:00 PM	21	22	0	2	45	16
6:00 PM	19	31	0	3	53	8
7:00 PM	18	33	0	3	54	7
8:00 PM	17	34	0	3	54	7
9:00 PM	13	31	0	3	47	14
10:00 PM	8	31	0	3	42	19
11:00 PM	3	30	0	3	36	25
12:00 AM	0	18	0	2	20	41

Notes:

[1] Source: ULI - Urban Land Institute "Shared Parking," Third Edition, 2020.

[2] Parking rates for all land uses based on City code.

[3] Floor area shown includes conversion of storage area to dining area within the existing Kotosh Restaurant.

APPENDIX A
ULI SHARED PARKING CALCULATION WORKSHEETS

Appendix A

SHOPPING CENTER (TYPICAL DAYS)
WEEKDAY SHARED PARKING DEMAND ANALYSIS [1]

Land Use	Retail (Typical Days)																																																								
Size Pkg Rate[2]	7.513 KSF 3 /KSF																																																								
Mode Adjust Non-Captive Ratio	Guest Parking Demand																Employee Parking Demand																Shared Parking Demand																								
	1.00 1.00																1.00 1.00																																								
Gross Spaces	20 Guest Spc.																5 Emp. Spc.																25 Total Spaces																								
Time of Day	% Of Peak [3]	Peak Spaces	Jan Spaces	Feb Spaces	Mar Spaces	Apr Spaces	May Spaces	Jun Spaces	Jul Spaces	Aug Spaces	Sep Spaces	Oct Spaces	Nov Spaces	Dec Spaces	L. Dec Spaces	% Of Peak [3]	Peak Spaces	Jan Spaces	Feb Spaces	Mar Spaces	Apr Spaces	May Spaces	Jun Spaces	Jul Spaces	Aug Spaces	Sep Spaces	Oct Spaces	Nov Spaces	Dec Spaces	L. Dec Spaces	Peak Spaces	Jan Spaces	Feb Spaces	Mar Spaces	Apr Spaces	May Spaces	Jun Spaces	Jul Spaces	Aug Spaces	Sep Spaces	Oct Spaces	Nov Spaces	Dec Spaces	L. Dec Spaces													
6:00 AM	1%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0								
7:00 AM	5%	1	1	1	1	1	1	1	1	1	1	1	1	1	1	14%	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1						
8:00 AM	14%	3	2	2	2	2	2	2	2	2	2	2	2	3	3	23%	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1					
9:00 AM	32%	6	4	4	4	4	4	4	4	4	4	4	5	6	5	41%	2	1	1	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2					
10:00 AM	54%	11	6	7	8	7	8	8	8	8	7	8	8	11	9	68%	3	2	2	2	2	2	2	2	2	2	2	3	3	3	14	8	9	10	9	10	10	10	10	10	10	10	10	9	10	11	14	18	12	16	16						
11:00 AM	68%	14	8	9	10	9	10	10	10	10	9	10	11	14	12	86%	4	3	3	3	3	3	3	3	3	3	3	4	4	18	11	12	13	12	13	13	13	13	13	13	13	12	13	14	18	16	16	16									
12:00 PM	90%	18	11	11	13	12	13	13	13	13	12	12	14	18	15	90%	5	3	4	4	4	4	4	4	4	4	4	4	5	5	23	14	15	17	16	17	17	17	17	17	17	16	16	18	23	20	20	20	20	20	20						
1:00 PM	90%	18	11	11	13	12	13	13	13	13	12	12	14	18	15	90%	5	3	4	4	4	4	4	4	4	4	4	5	5	23	14	15	17	16	17	17	17	17	17	16	16	18	23	20	20	20	20	20	20	20	20	20					
2:00 PM	86%	17	10	10	12	11	12	12	12	12	11	12	13	17	14	90%	5	3	4	4	4	4	4	4	4	4	4	5	5	22	13	14	16	15	16	16	16	16	16	15	16	17	22	19	19	19	19	19	19	19	19	19	19	19			
3:00 PM	77%	15	9	9	11	10	11	11	11	11	10	10	11	15	13	90%	5	3	4	4	4	4	4	4	4	4	5	5	20	12	13	15	14	15	15	15	15	15	14	14	15	20	18	18	18	18	18	18	18	18	18	18	18	18	18		
4:00 PM	77%	15	9	9	11	10	11	11	11	11	10	10	11	15	13	90%	5	3	4	4	4	4	4	4	4	4	5	5	20	12	13	15	14	15	15	15	15	15	14	14	15	20	18	18	18	18	18	18	18	18	18	18	18	18	18	18	
5:00 PM	77%	15	9	9	11	10	11	11	11	11	10	10	11	15	13	90%	5	3	4	4	4	4	4	4	4	4	5	5	20	12	13	15	14	15	15	15	15	15	14	14	15	20	18	18	18	18	18	18	18	18	18	18	18	18	18	18	
6:00 PM	81%	16	9	10	11	11	12	12	11	12	11	11	12	16	14	90%	5	3	4	4	4	4	4	4	4	4	5	5	21	12	14	15	15	16	16	15	16	15	15	15	15	14	14	15	21	19	19	19	19	19	19	19	19	19	19	19	19
7:00 PM	72%	14	8	9	10	9	10	10	10	10	9	10	11	14	12	90%	5	3	4	4	4	4	4	4	4	4	5	5	19	11	13	14	13	14	14	14	14	14	14	13	14	15	19	17	17	17	17	17	17	17	17	17	17	17	17	17	
8:00 PM	59%	12	7	7	8	8	9	9	8	9	8	8	9	12	10	81%	4	3	3	3	3	3	3	3	3	3	4	4	16	10	10	11	11	12	12	11	12	11	11	11	12	16	14	14	14	14	14	14	14	14	14	14	14	14	14	14	
9:00 PM	41%	8	5	5	6	5	6	6	6	6	5	6	6	8	7	54%	3	2	2	2	2	2	2	2	2	3	3	11	7	7	8	7	8	8	8	8	8	8	7	8	9	11	10	10	10	10	10	10	10	10	10	10	10	10	10	10	
10:00 PM	14%	3	2	2	2	2	2	2	2	2	2	2	2	3	3	36%	2	1	1	2	2	2	2	2	2	2	2	5	3	3	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	
11:00 PM	5%	1	1	1	1	1	1	1	1	1	1	1	1	1	1	18%	1	1	1	1	1	1	1	1	1	1	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	
12:00 AM	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	

Notes:

[1] Source: ULI - Urban Land Institute "Shared Parking," Third Edition, 2020.

[2] Parking rates for all land uses based on City code.

[3] Percentage of peak parking demand factors reflect relationships between weekday parking demand ratios and peak parking demand ratios, as summarized in Table 2-2 of the "Shared Parking" manual.

Appendix A

SHOPPING CENTER (TYPICAL DAYS)
WEEKEND SHARED PARKING DEMAND ANALYSIS [1]

Land Use	Retail (Typical Days)																																																								
Size Pkg Rate[2]	7.513 KSF 3 /KSF																																																								
Mode Adjust Non-Captive Ratio	Guest Parking Demand																Employee Parking Demand																Shared Parking Demand																								
	1.00 1.00																1.00 1.00																																								
Gross Spaces	20 Guest Spc.																5 Emp. Spc.																25 Total Spaces																								
Time of Day	% Of Peak [3]	Peak Spaces	Jan Spaces	Feb Spaces	Mar Spaces	Apr Spaces	May Spaces	Jun Spaces	Jul Spaces	Aug Spaces	Sep Spaces	Oct Spaces	Nov Spaces	Dec Spaces	L. Dec Spaces	% Of Peak [3]	Peak Spaces	Jan Spaces	Feb Spaces	Mar Spaces	Apr Spaces	May Spaces	Jun Spaces	Jul Spaces	Aug Spaces	Sep Spaces	Oct Spaces	Nov Spaces	Dec Spaces	L. Dec Spaces	Peak Spaces	Jan Spaces	Feb Spaces	Mar Spaces	Apr Spaces	May Spaces	Jun Spaces	Jul Spaces	Aug Spaces	Sep Spaces	Oct Spaces	Nov Spaces	Dec Spaces	L. Dec Spaces													
6:00 AM	1%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10%	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1							
7:00 AM	5%	1	1	1	1	1	1	1	1	1	1	1	1	1	1	15%	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1							
8:00 AM	30%	6	4	4	4	4	4	4	4	4	4	4	4	5	6	40%	2	1	1	1	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2							
9:00 AM	50%	10	6	6	7	7	7	7	7	7	7	7	7	8	10	75%	4	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3					
10:00 AM	70%	14	8	9	10	9	10	10	10	10	9	10	11	14	12	85%	4	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3				
11:00 AM	90%	18	11	11	13	12	13	13	13	13	12	12	14	18	15	95%	5	3	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4				
12:00 PM	95%	19	11	12	13	13	14	14	13	14	13	13	14	19	16	100%	5	3	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4			
1:00 PM	100%	20	12	12	14	13	14	14	14	15	13	14	15	20	17	100%	5	3	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4		
2:00 PM	100%	20	12	12	14	13	14	14	14	15	13	14	15	20	17	100%	5	3	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	
3:00 PM	95%	19	11	12	13	13	14	14	13	14	13	13	14	19	16	100%	5	3	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	
4:00 PM	90%	18	11	11	13	12	13	13	13	13	12	12	14	18	15	100%	5	3	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	
5:00 PM	80%	16	9	10	11	11	12	12	11	12	11	11	12	16	14	95%	5	3	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4		
6:00 PM	75%	15	9	9	11	10	11	11	11	11	10	10	11	15	13	85%	4	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
7:00 PM	70%	14	8	9	10	9	10	10	10	10	9	10	11	14	12	80%	4	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
8:00 PM	65%	13	8	8	9	9	9	9	9	9	9	9	10	13	11	75%	4	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	
9:00 PM	50%	10	6	6	7	7	7	7	7	7	7	7	8	10	9	65%	3	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	
10:00 PM	30%	6	4	4	4	4	4	4	4	4	4	4	5	6	5	45%	2	1	1	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2		
11:00 PM	10%	2	1	1	1	1	1	1	1	1	1	1	2	2	2	15%	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1			
12:00 AM	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	

Notes:

[1] Source: ULI - Urban Land Institute "Shared Parking," Third Edition, 2020.

[2] Parking rates for all land uses based on City code.

[3] Percentage of peak parking demand factors reflect relationships between weekday parking demand ratios and peak parking demand ratios, as summarized in Table 2-2 of the "Shared Parking" manual.

Appendix A

MEDICAL/DENTAL OFFICE
WEEKDAY SHARED PARKING DEMAND ANALYSIS [1]

Land Use		Medical/Dental Office																																																			
Size Pkg Rate[2]		3.055 KSF 4 /KSF																																																			
Mode Adjust Non-Captive Ratio		Guest Parking Demand															Employee Parking Demand															Shared Parking Demand																					
		1.00 1.00															1.00 1.00																																				
Gross Spaces		9 Guest Spc.															5 Emp. Spc.															14 Total Spaces																					
Time of Day	% Of Peak [3]	Peak Spaces	Jan Spaces	Feb Spaces	Mar Spaces	Apr Spaces	May Spaces	Jun Spaces	Jul Spaces	Aug Spaces	Sep Spaces	Oct Spaces	Nov Spaces	Dec Spaces	L. Dec Spaces	% Of Peak [3]	Peak Spaces	Jan Spaces	Feb Spaces	Mar Spaces	Apr Spaces	May Spaces	Jun Spaces	Jul Spaces	Aug Spaces	Sep Spaces	Oct Spaces	Nov Spaces	Dec Spaces	L. Dec Spaces	Peak Spaces	Jan Spaces	Feb Spaces	Mar Spaces	Apr Spaces	May Spaces	Jun Spaces	Jul Spaces	Aug Spaces	Sep Spaces	Oct Spaces	Nov Spaces	Dec Spaces	L. Dec Spaces									
6:00 AM	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
7:00 AM	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20%	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1		
8:00 AM	90%	8	8	8	8	8	8	8	8	8	8	8	8	8	6	100%	5	5	5	5	5	5	5	5	5	5	5	5	5	4	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	10	
9:00 AM	90%	8	8	8	8	8	8	8	8	8	8	8	8	8	6	100%	5	5	5	5	5	5	5	5	5	5	5	5	5	4	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	10
10:00 AM	100%	9	9	9	9	9	9	9	9	9	9	9	9	9	7	100%	5	5	5	5	5	5	5	5	5	5	5	5	5	4	14	14	14	14	14	14	14	14	14	14	14	14	14	14	14	14	14	14	14	14	14	11	
11:00 AM	100%	9	9	9	9	9	9	9	9	9	9	9	9	9	7	100%	5	5	5	5	5	5	5	5	5	5	5	5	4	14	14	14	14	14	14	14	14	14	14	14	14	14	14	14	14	14	14	14	14	14	14	14	11
12:00 PM	30%	3	3	3	3	3	3	3	3	3	3	3	3	3	2	100%	5	5	5	5	5	5	5	5	5	5	5	5	4	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	6		
1:00 PM	90%	8	8	8	8	8	8	8	8	8	8	8	8	8	6	100%	5	5	5	5	5	5	5	5	5	5	5	5	4	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	10
2:00 PM	100%	9	9	9	9	9	9	9	9	9	9	9	9	9	7	100%	5	5	5	5	5	5	5	5	5	5	5	5	4	14	14	14	14	14	14	14	14	14	14	14	14	14	14	14	14	14	14	14	14	14	14	14	11
3:00 PM	100%	9	9	9	9	9	9	9	9	9	9	9	9	9	7	100%	5	5	5	5	5	5	5	5	5	5	5	4	14	14	14	14	14	14	14	14	14	14	14	14	14	14	14	14	14	14	14	14	14	14	14	14	11
4:00 PM	90%	8	8	8	8	8	8	8	8	8	8	8	8	8	6	100%	5	5	5	5	5	5	5	5	5	5	5	4	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	10
5:00 PM	80%	7	7	7	7	7	7	7	7	7	7	7	7	7	6	100%	5	5	5	5	5	5	5	5	5	5	4	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	10	
6:00 PM	67%	6	6	6	6	6	6	6	6	6	6	6	6	6	5	67%	3	3	3	3	3	3	3	3	3	3	2	9	9	9	9	9	9	9	9	9	9	9	9	9	9	9	9	9	9	9	9	9	9	7			
7:00 PM	30%	3	3	3	3	3	3	3	3	3	3	3	3	3	2	30%	2	2	2	2	2	2	2	2	2	2	2	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	4			
8:00 PM	15%	1	1	1	1	1	1	1	1	1	1	1	1	1	1	15%	1	1	1	1	1	1	1	1	1	1	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2			
9:00 PM	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
10:00 PM	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
11:00 PM	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
12:00 AM	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		

Notes:

[1] Source: ULI - Urban Land Institute "Shared Parking," Third Edition, 2020.

[2] Parking rates for all land uses based on City code.

[3] Percentage of peak parking demand factors reflect relationships between weekday parking demand ratios and peak parking demand ratios, as summarized in Table 2-2 of the "Shared Parking" manual.

Appendix A

MEDICAL/DENTAL OFFICE
WEEKEND SHARED PARKING DEMAND ANALYSIS [1]

Land Use		Medical/Dental Office																																																		
Size		3.055 KSF																																																		
Pkg Rate[2]		4 /KSF																																																		
Mode Adjust		Guest Parking Demand															Employee Parking Demand															Shared Parking Demand																				
Non-Captive Ratio		1.00															1.00																																			
		1.00															1.00																																			
Gross Spaces		9 Guest Spc.															5 Emp. Spc.															14 Total Spaces																				
Time of Day	% Of Peak [3]	Peak Spaces	Jan Spaces	Feb Spaces	Mar Spaces	Apr Spaces	May Spaces	Jun Spaces	Jul Spaces	Aug Spaces	Sep Spaces	Oct Spaces	Nov Spaces	Dec Spaces	L. Dec Spaces	% Of Peak [3]	Peak Spaces	Jan Spaces	Feb Spaces	Mar Spaces	Apr Spaces	May Spaces	Jun Spaces	Jul Spaces	Aug Spaces	Sep Spaces	Oct Spaces	Nov Spaces	Dec Spaces	L. Dec Spaces	Peak Spaces	Jan Spaces	Feb Spaces	Mar Spaces	Apr Spaces	May Spaces	Jun Spaces	Jul Spaces	Aug Spaces	Sep Spaces	Oct Spaces	Nov Spaces	Dec Spaces	L. Dec Spaces								
6:00 AM	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
7:00 AM	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20%	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
8:00 AM	90%	8	8	8	8	8	8	8	8	8	8	8	8	8	6	100%	5	5	5	5	5	5	5	5	5	5	5	4	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	10			
9:00 AM	90%	8	8	8	8	8	8	8	8	8	8	8	8	8	6	100%	5	5	5	5	5	5	5	5	5	5	5	4	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	10			
10:00 AM	100%	9	9	9	9	9	9	9	9	9	9	9	9	9	7	100%	5	5	5	5	5	5	5	5	5	5	5	4	14	14	14	14	14	14	14	14	14	14	14	14	14	14	14	14	14	14	14	14	11			
11:00 AM	100%	9	9	9	9	9	9	9	9	9	9	9	9	9	7	100%	5	5	5	5	5	5	5	5	5	5	4	14	14	14	14	14	14	14	14	14	14	14	14	14	14	14	14	14	14	14	14	14	11			
12:00 PM	30%	3	3	3	3	3	3	3	3	3	3	3	3	3	2	100%	5	5	5	5	5	5	5	5	5	5	4	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	6			
1:00 PM	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
2:00 PM	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
3:00 PM	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
4:00 PM	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
5:00 PM	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
6:00 PM	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
7:00 PM	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
8:00 PM	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
9:00 PM	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
10:00 PM	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
11:00 PM	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
12:00 AM	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					

Notes:

[1] Source: ULI - Urban Land Institute "Shared Parking," Third Edition, 2020.

[2] Parking rates for all land uses based on City code.

[3] Percentage of peak parking demand factors reflect relationships between weekday parking demand ratios and peak parking demand ratios, as summarized in Table 2-2 of the "Shared Parking" manual.

Appendix A

FINE/CASUAL DINING
WEEKDAY SHARED PARKING DEMAND ANALYSIS [1]

Land Use		Fine/Casual Dining																																																						
Size Pkg Rate[2]		5.103 KSF 6.67 /KSF																																																						
Mode Adjust Non-Captive Ratio		Guest Parking Demand														Employee Parking Demand														Shared Parking Demand																										
		1.00 1.00														1.00 1.00																																								
Gross Spaces		29 Guest Spc.														5 Emp. Spc.														34 Total Spaces																										
Time of Day	% Of Peak [3]	Peak Spaces	Jan Spaces	Feb Spaces	Mar Spaces	Apr Spaces	May Spaces	Jun Spaces	Jul Spaces	Aug Spaces	Sep Spaces	Oct Spaces	Nov Spaces	Dec Spaces	L. Dec Spaces	% Of Peak [3]	Peak Spaces	Jan Spaces	Feb Spaces	Mar Spaces	Apr Spaces	May Spaces	Jun Spaces	Jul Spaces	Aug Spaces	Sep Spaces	Oct Spaces	Nov Spaces	Dec Spaces	L. Dec Spaces	Peak Spaces	Jan Spaces	Feb Spaces	Mar Spaces	Apr Spaces	May Spaces	Jun Spaces	Jul Spaces	Aug Spaces	Sep Spaces	Oct Spaces	Nov Spaces	Dec Spaces	L. Dec Spaces												
6:00 AM	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0									
7:00 AM	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17%	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1						
8:00 AM	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	44%	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2						
9:00 AM	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	65%	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3					
10:00 AM	13%	4	4	3	4	4	4	4	4	4	4	4	4	4	4	79%	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4							
11:00 AM	35%	10	9	9	10	9	10	9	10	10	9	9	9	10	10	79%	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4					
12:00 PM	65%	19	17	17	19	18	19	18	18	18	17	18	17	19	18	79%	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4				
1:00 PM	65%	19	17	17	19	18	19	18	18	18	17	18	17	19	18	79%	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4			
2:00 PM	57%	17	15	15	17	16	17	16	16	16	15	16	15	17	16	79%	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4		
3:00 PM	35%	10	9	9	10	9	10	9	10	10	9	9	9	10	10	65%	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3			
4:00 PM	44%	13	11	11	13	12	13	12	12	12	12	12	12	13	12	65%	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3			
5:00 PM	65%	19	17	17	19	18	19	18	18	18	17	18	17	19	18	87%	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4		
6:00 PM	83%	24	21	21	24	23	24	23	23	23	21	22	21	24	23	87%	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4		
7:00 PM	87%	25	22	22	25	24	25	24	24	24	22	23	22	25	24	87%	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4		
8:00 PM	87%	25	22	22	25	24	25	24	24	24	22	23	22	25	24	87%	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4
9:00 PM	87%	25	22	22	25	24	25	24	24	24	22	23	22	25	24	87%	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4
10:00 PM	83%	24	21	21	24	23	24	23	23	23	21	22	21	24	23	87%	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4
11:00 PM	65%	19	17	17	19	18	19	18	18	18	17	18	17	19	18	74%	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4
12:00 AM	22%	6	5	5	6	6	6	6	6	6	5	6	5	6	6	31%	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2			

Notes:

- [1] Source: ULI - Urban Land Institute "Shared Parking," Third Edition, 2020.
- [2] Parking rates for all land uses based on City code.
- [3] Percentage of peak parking demand factors reflect relationships between weekday parking demand ratios and peak parking demand ratios, as summarized in Table 2-2 of the "Shared Parking" manual.

Appendix A

FINE/CASUAL DINING
WEEKEND SHARED PARKING DEMAND ANALYSIS [1]

Land Use	Fine/Casual Dining																																																	
Size Pkg Rate[2]	5.103 KSF 6.67 /KSF																																																	
Mode Adjust Non-Captive Ratio	Guest Parking Demand																Employee Parking Demand																Shared Parking Demand																	
	1.00 1.00																1.00 1.00																																	
Gross Spaces	29 Guest Spc.																5 Emp. Spc.																34 Total Spaces																	
Time of Day	% Of Peak [3]	Peak Spaces	Jan Spaces	Feb Spaces	Mar Spaces	Apr Spaces	May Spaces	Jun Spaces	Jul Spaces	Aug Spaces	Sep Spaces	Oct Spaces	Nov Spaces	Dec Spaces	L. Dec Spaces	% Of Peak [3]	Peak Spaces	Jan Spaces	Feb Spaces	Mar Spaces	Apr Spaces	May Spaces	Jun Spaces	Jul Spaces	Aug Spaces	Sep Spaces	Oct Spaces	Nov Spaces	Dec Spaces	L. Dec Spaces	Peak Spaces	Jan Spaces	Feb Spaces	Mar Spaces	Apr Spaces	May Spaces	Jun Spaces	Jul Spaces	Aug Spaces	Sep Spaces	Oct Spaces	Nov Spaces	Dec Spaces	L. Dec Spaces						
6:00 AM	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
7:00 AM	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20%	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
8:00 AM	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30%	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	
9:00 AM	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	60%	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
10:00 AM	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	75%	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4
11:00 AM	15%	4	4	3	4	4	4	4	4	4	4	4	4	4	4	75%	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	8	8	7	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	
12:00 PM	50%	15	13	13	15	14	15	14	14	14	13	14	13	15	14	75%	4	4	4	4	4	4	4	4	4	4	4	4	4	4	19	17	17	19	18	19	18	18	18	17	18	17	19	18	17	19	18	17		
1:00 PM	55%	16	14	14	16	15	16	15	15	15	14	15	14	16	15	75%	4	4	4	4	4	4	4	4	4	4	4	4	4	20	18	18	20	19	20	19	19	19	19	18	19	18	19	18	20	19	17	16		
2:00 PM	45%	13	11	11	13	12	13	12	12	12	12	12	12	13	12	75%	4	4	4	4	4	4	4	4	4	4	4	4	4	17	15	15	17	16	17	16	16	16	16	16	16	16	16	16	16	16	17	16		
3:00 PM	45%	13	11	11	13	12	13	12	12	12	12	12	12	13	12	75%	4	4	4	4	4	4	4	4	4	4	4	4	4	17	15	15	17	16	17	16	16	16	16	16	16	16	16	16	16	16	17	16	16	
4:00 PM	45%	13	11	11	13	12	13	12	12	12	12	12	12	13	12	75%	4	4	4	4	4	4	4	4	4	4	4	4	4	17	15	15	17	16	17	16	16	16	16	16	16	16	16	16	16	16	16	17	16	16
5:00 PM	60%	17	15	15	17	16	17	16	16	16	15	16	15	17	16	100%	5	5	5	5	5	5	5	5	5	5	5	5	5	22	20	20	22	21	22	21	21	21	21	20	21	20	22	21	20	22	21	20		
6:00 PM	90%	26	23	23	25	24	26	24	25	25	23	24	23	26	25	100%	5	5	5	5	5	5	5	5	5	5	5	5	5	31	28	28	30	29	31	29	30	30	28	29	28	31	30	28	29	28	31	30		
7:00 PM	95%	28	25	24	27	26	28	26	27	27	25	26	25	28	27	100%	5	5	5	5	5	5	5	5	5	5	5	5	33	30	29	32	31	33	31	32	32	30	31	30	31	30	31	30	31	33	32	31	34	33
8:00 PM	100%	29	26	25	28	27	29	27	28	28	26	27	26	29	28	100%	5	5	5	5	5	5	5	5	5	5	5	5	34	31	30	33	32	34	32	33	33	31	32	31	32	31	34	33	31	34	33	31	34	33
9:00 PM	90%	26	23	23	25	24	26	24	25	25	23	24	23	26	25	100%	5	5	5	5	5	5	5	5	5	5	5	5	31	28	28	30	29	31	29	30	30	28	29	28	29	28	31	30	28	29	28	31	30	
10:00 PM	90%	26	23	23	25	24	26	24	25	25	23	24	23	26	25	100%	5	5	5	5	5	5	5	5	5	5	5	5	31	28	28	30	29	31	29	30	30	28	29	28	29	28	31	30	28	29	28	31	30	
11:00 PM	90%	26	23	23	25	24	26	24	25	25	23	24	23	26	25	85%	4	4	4	4	4	4	4	4	4	4	4	4	30	27	27	29	28	30	28	29	29	27	28	27	28	27	30	29	28	27	30	29	28	
12:00 AM	50%	15	13	13	15	14	15	14	14	14	13	14	13	15	14	50%	3	3	3	3	3	3	3	3	3	3	3	3	18	16	16	18	17	18	17	17	17	16	17	16	17	16	17	16	18	17	16	18		

Notes:

[1] Source: ULI - Urban Land Institute "Shared Parking," Third Edition, 2020.

[2] Parking rates for all land uses based on City code.

[3] Percentage of peak parking demand factors reflect relationships between weekday parking demand ratios and peak parking demand ratios, as summarized in Table 2-2 of the "Shared Parking" manual.

Appendix A

FINE/CASUAL DINING
WEEKEND SHARED PARKING DEMAND ANALYSIS [1]

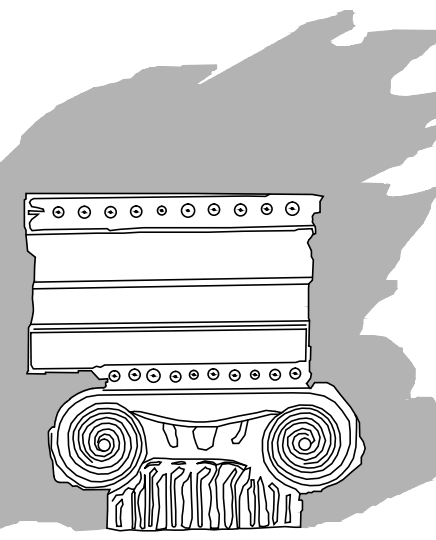
Land Use		Fine/Casual Dining																																																			
Size		0.425 KSF																																																			
Pkg Rate[2]		7 /KSF																																																			
Mode Adjust Non-Captive Ratio	Guest Parking Demand															Employee Parking Demand															Shared Parking Demand																						
	1.00 1.00															1.00 1.00																																					
Gross Spaces	3 Guest Spc.															0 Emp. Spc.															3 Total Spaces																						
Time of Day	% Of Peak [3]	Peak Spaces	Jan Spaces	Feb Spaces	Mar Spaces	Apr Spaces	May Spaces	Jun Spaces	Jul Spaces	Aug Spaces	Sep Spaces	Oct Spaces	Nov Spaces	Dec Spaces	L. Dec Spaces	% Of Peak [3]	Peak Spaces	Jan Spaces	Feb Spaces	Mar Spaces	Apr Spaces	May Spaces	Jun Spaces	Jul Spaces	Aug Spaces	Sep Spaces	Oct Spaces	Nov Spaces	Dec Spaces	L. Dec Spaces	Peak Spaces	Jan Spaces	Feb Spaces	Mar Spaces	Apr Spaces	May Spaces	Jun Spaces	Jul Spaces	Aug Spaces	Sep Spaces	Oct Spaces	Nov Spaces	Dec Spaces	L. Dec Spaces									
6:00 AM	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
7:00 AM	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
8:00 AM	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
9:00 AM	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	60%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
10:00 AM	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	75%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
11:00 AM	15%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	75%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
12:00 PM	50%	2	2	2	2	2	2	2	2	2	2	2	2	2	2	75%	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2		
1:00 PM	55%	2	2	2	2	2	2	2	2	2	2	2	2	2	2	75%	0	0	0	0	0	0	0	0	0	0	0	0	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	
2:00 PM	45%	1	1	1	1	1	1	1	1	1	1	1	1	1	1	75%	0	0	0	0	0	0	0	0	0	0	0	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1		
3:00 PM	45%	1	1	1	1	1	1	1	1	1	1	1	1	1	1	75%	0	0	0	0	0	0	0	0	0	0	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
4:00 PM	45%	1	1	1	1	1	1	1	1	1	1	1	1	1	1	75%	0	0	0	0	0	0	0	0	0	0	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
5:00 PM	60%	2	2	2	2	2	2	2	2	2	2	2	2	2	2	100%	0	0	0	0	0	0	0	0	0	0	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2		
6:00 PM	90%	3	3	3	3	3	3	3	3	3	3	3	3	3	3	100%	0	0	0	0	0	0	0	0	0	0	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
7:00 PM	95%	3	3	3	3	3	3	3	3	3	3	3	3	3	3	100%	0	0	0	0	0	0	0	0	0	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	
8:00 PM	100%	3	3	3	3	3	3	3	3	3	3	3	3	3	3	100%	0	0	0	0	0	0	0	0	0	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	
9:00 PM	90%	3	3	3	3	3	3	3	3	3	3	3	3	3	3	100%	0	0	0	0	0	0	0	0	0	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	
10:00 PM	90%	3	3	3	3	3	3	3	3	3	3	3	3	3	3	100%	0	0	0	0	0	0	0	0	0	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	
11:00 PM	90%	3	3	3	3	3	3	3	3	3	3	3	3	3	3	85%	0	0	0	0	0	0	0	0	0	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	
12:00 AM	50%	2	2	2	2	2	2	2	2	2	2	2	2	2	2	50%	0	0	0	0	0	0	0	0	0	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	

Notes:

[1] Source: ULI - Urban Land Institute "Shared Parking," Third Edition, 2020.

[2] Parking rates for all land uses based on City code.

[3] Percentage of peak parking demand factors reflect relationships between weekday parking demand ratios and peak parking demand ratios, as summarized in Table 2-2 of the "Shared Parking" manual.



DESIGN GROUP

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Consultant:

KOTOSH RESTAURANT TENANT IMPROVEMENTS 2408 LOMITA BLVD., SUITE C LOMITA, CA 90717



SCOPE OF WORK

THE SUBJECT TENANT SPACE IS LOCATED IN AN EXISTING ONE STORY RETAIL SHELL BUILDING. THE EXISTING USE IS A SUSHI RESTAURANT WITH INDOOR SEATING AND WILL NOT CHANGE. TENANT IMPROVEMENT WORK WILL CONSIST OF THE FOLLOWING:

NEW NON-BEARING WALL TO UNDERSIDE OF EXISTING T-BAR CEILING
 REMOVE PORTION OF EXISTING NON-BEARING DEMISING WALL AND INSTALL NEW BEAM
 REMOVE NON-BEARING WALLS FRAMED TO UNDERSIDE OF EXISTING T-BAR
 APPLY EPOXY COATING TO FLOORS
 REPAIR DRYWALL AS REQUIRED
 PAINT AS REQUIRED

EXISTING KITCHEN EQUIPMENT TO REMAIN
 EXISTING SUSHI BAR EQUIPMENT TO REMAIN
 EXISTING INTERIOR FINISHES INCLUDING FLOOR, CEILING AND WALL FINISHES TO REMAIN UNLESS NOTED OTHERWISE
 EXISTING INTERIOR ELECTRICAL INCLUDING LIGHTING, POWER DISTRIBUTION, INTERIOR PANELS AND BREAKERS TO REMAIN
 EXISTING INTERIOR PLUMBING TO REMAIN
 EXISTING HVAC UNITS AND DUCTING TO REMAIN
 EXISTING SINGLE ACCOMMODATION ACCESSIBLE RESTROOMS TO REMAIN

THERE IS NO CHANGE IN THE BUILDING FOOTPRINT, BUILDING FLOOR AREA OR BUILDING EXTERIOR

APPLICABLE CODES

CONSTRUCTION PLANS AND CALCULATIONS SHALL COMPLY FULLY WITH THE FOLLOWING:

- 2019 CALIFORNIA BUILDING CODE
- 2019 CALIFORNIA PLUMBING CODE
- 2019 CALIFORNIA MECHANICAL CODE
- 2019 CALIFORNIA ELECTRICAL CODE
- 2019 CALIFORNIA GREEN BUILDING STANDARDS CODE
- 2019 CALIFORNIA ENERGY CODE
- 2019 CALIFORNIA FIRE CODE

AS ADOPTED BY THE COUNTY OF LOS ANGELES INCLUDING ALL AMENDMENTS AND MUNICIPAL CODES

VICINITY MAP



CODE REVIEW

NUMBER OF STORIES IN BUILDING:	ONE
NET FLOOR AREA OF TENANT SPACE:	2,860 S.F.
TYPE OF CONSTRUCTION:	VB
OCCUPANCY TYPE:	A-2
FIRE SPRINKLERED:	NO
FLOOR AREA CALCULATION:	
DINING AREAS:	1020 S.F.
SERVICE / PREPARATION AREAS:	890 S.F.
OFFICE:	102 S.F.
STORAGE:	432 SF
RESTROOM AND HALLWAY:	416 S.F.
OCCUPANT LOAD CALCULATION (BUILDING CODE):	
DINING ROOM	1020 S.F. / 15 = 68
SERVICE, PRODUCTION, PREP AND DISHWASHING	890 S.F. / 200 = 4
OFFICE	102 S.F. / 100 = 1
STORAGE	432 S.F. / 200 = 2
RESTROOM AND HALLWAY	416 S.F. / 100 = 4
TOTAL:	79
NUMBER OF EXITS REQUIRED FROM INTERIOR:	TWO
NUMBER OF EXITS PROVIDED FROM INTERIOR:	TWO
OCCUPANT LOAD CALCULATION FOR DETERMINING PLUMBING FIXTURE REQUIREMENTS, BASED ON CPC CHAPTER 4, TABLE A:	
DINING ROOM	1020 S.F. / 30 = 34
SERVICE, PRODUCTION, PREP AND DISHWASHING	890 S.F. / 200 = 4
OFFICE	102 S.F. / 100 = 1
STORAGE	432 S.F. / 200 = 2
RESTROOM AND HALLWAY	416 S.F. / 200 = 2
TOTAL:	43
PLUMBING FIXTURE REQUIREMENTS PER TABLE 422.1 CPC, FOR A-2 OCCUPANCY:	

TYPE OF FIXTURE	OCCUPANT LOAD SERVED	# REQD	# PROVIDED
WATER CLOSETS - MALE:	1-50	1	1
WATER CLOSETS - FEMALE:	1-25	1	1
URINALS - MALE:	1-200	1	1
LAVATORIES - MALE:	1-150	1	1
LAVATORIES - FEMALE:	1-150	1	1
DRINKING FOUNTAIN:	N/A		
MOP SINK		1	1

GOVERNING AUTHORITY

BUILDING DEPARTMENT:
 LOS ANGELES COUNTY BUILDING AND SAFETY
 24320 S NARBONNE AVENUE
 LOMITA, CA 90717
 (310) 534-3760

PROJECT DIRECTORY

TENANT: KOTOSH
 2408 LOMITA BOULEVARD, SUITE C
 LOMITA, CA 90717
 PHONE: (310) 525-4291

CONTRACTOR: FARPOINTE DESIGN GROUP
 151 E WHITTIER BLVD, SUITE E
 LA HABRA, CA 90631
 ATTN: KIM KOCH
 PHONE: (562) 691-4696

DRAWING INDEX

A000	COVER SHEET, SITE PLAN
A100	FLOOR PLAN
A200	REFLECTED CEILING PLAN
DA100	DISABLED ACCESS NOTES
DA200	DISABLED ACCESS NOTES & DETAILS

KOTOSH RESTAURANT RENOVATION 2408 LOMITA BLVD, SUITE C LOMITA, CA 90717

No Date Issue/Description

Project No: 220602
 CAD File Name: KOT - A000 - COVER
 Drawn By: E.O.
 Checked By: K.K.
 Phase: P.C. SUBMITTAL
 Initial Issue Date: 07/11/2021
 Scale: AS SHOWN
 Sheet Title:

COVER SHEET AND SITE PLAN

Drawing No:

A000

NOTES AND ABBREVIATIONS

- ALL EXITS TO BE OPENABLE FROM INSIDE WITHOUT THE USE OF A KEY OR ANY SPECIAL KNOWLEDGE OR EFFORT.
 - FOR HARDWARE AND SIGN INFORMATION SEE AF-1 AND AF-2
 - FOR DOOR CONSTRUCTION SEE 2/AF-1
 - FOR LEVEL LANDING AT DOORS SEE 3/AF-1
 - THRESHOLDS AT DOORWAYS SHALL NOT EXCEED 0.50" IN HEIGHT (11B-404.2.5). SEE 2/AF-1
 - PROVIDE DOOR STOPS WHERE NEEDED TO PROTECT WALLS OR EQUIPMENT ADJACENT TO DOORS.
 - MAXIMUM EFFORT TO OPERATE DOORS SHALL NOT EXCEED 5 LBS. (11B-404.2.9)
 - THE TIME REQUIRED FOR DOOR CLOSER TO MOVE THE DOOR FROM AN OPEN POSITION OF 90 DEGREES TO A POSITION OF 12 DEGREES FROM THE LATCH IS 5 SECONDS MINIMUM (11B-404.2.8)
- F.F. = FACTORY
F.H. = FINISH FACTORY HARDWARE
S.C.W. = SOLID CORE WOOD

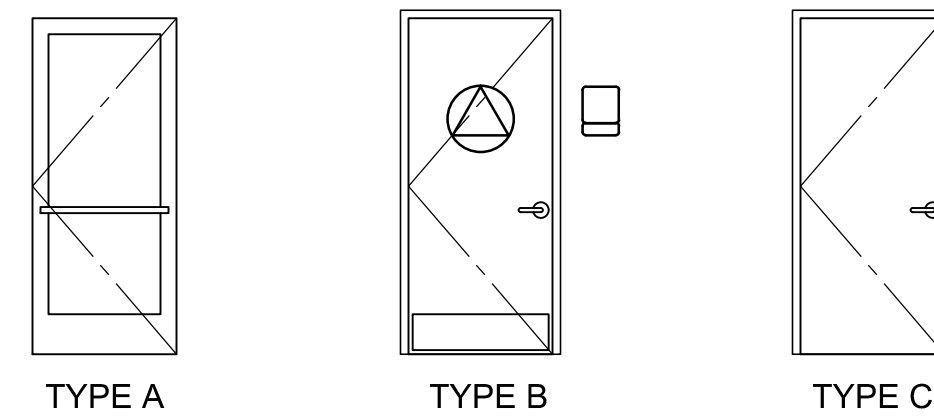
HARDWARE/SIGN LEGEND

- RIM CYLINDER LOCK WITH LOCKED/UNLOCKED INDICATOR, CLOSER AND PUSH/PULL HANDLE. WHEN UNLOCKED, THE SINGLE DOOR OR BOTH LEAVES OF A PAIR OF DOORS MUST BE FREE TO SWING WITHOUT OPERATION OF ANY LATCHING DEVICE
- LEVER HANDLE ACTUATED PRIVACY LOCK
- CLOSER
- POST SIGN IN CONTRASTING LETTERS OF 1" OR MORE AT DOOR STATING "THIS DOOR TO REMAIN UNLOCKED WHEN BUILDING IS OCCUPIED"
- ILLUMINATED EXIT SIGN AND WALL MOUNTED TACTILE EXIT SIGN WITH GRADE 2 BRAILLE. SEE 3/A-1
- RESTROOM DOOR AND WALL SIGN WITH CORRESPONDING GRADE 2 BRAILLE
- 8" HIGH STAINLESS STEEL KICK PLATE EACH SIDE OF DOOR (ON INTERIOR SIDE ONLY OF EXTERIOR DOORS)
- 4" BRUSHED CHROME DOOR MOUNTED DOOR HOLDER
- BRUSHED CHROME WALL MOUNTED DOOR STOP

DOOR SCHEDULE

DOOR NO.	SIZE	TYPE	GLAZING	DOOR		FRAME		HARDWARE AND SIGN	REMARKS
				MAT.	FIN.	MAT.	FIN.		
D1	3'-0" x 7'-0"	A	TEMP.	ALUM.	ANOD.	ALUM.	ANOD.	1,4,5	EXISTING STOREFRONT DOOR AND HARDWARE.
D2	3'-0" x 7'-0"	B	-	S.C.W.	PAINT	METAL	F.F.	2,3,6,7,8,9	EXISTING DOOR AND HARDWARE
D3	3'-0" x 7'-0"	C	-	S.C.W.	PAINT	METAL	F.F.	2	EXISTING DOOR AND HARDWARE
D4	3'-0" x 7'-0"	C	-	S.C.W.	PAINT	METAL	F.F.	3	NEW DOOR AND HARDWARE

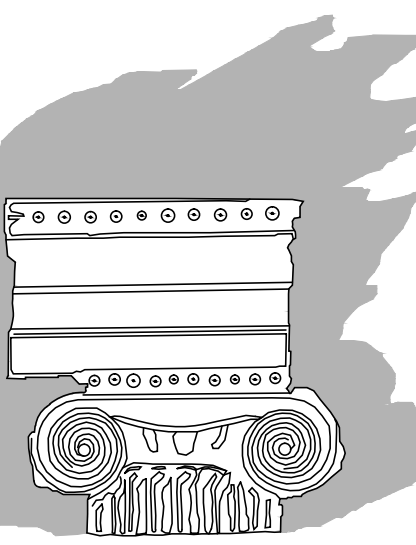
DOOR TYPES



SYMBOL LEGEND

- EXISTING STOREFRONT
- EXISTING WALL TO REMAIN
- EXISTING NON-BEARING WALL TO BE REMOVED
- NEW NON-BEARING WALL TO UNDERSIDE OF EXISTING T-BAR CEILING
- EXISTING 12" x 12" FLOOR GRATE FLUSH WITH FINISHED FLOOR. PROVIDE MIN. 1" AIR GAP BETWEEN GRATE AND DRAIN PIPE.
- EXISTING 2" FLOOR DRAIN
- KEY NOTE
- EQUIPMENT SYMBOL
- DETAIL
- SHEET WHERE DETAIL IS LOCATED
- ELEVATION
- SHEET WHERE ELEVATION IS LOCATED
- ELEVATION VIEW
- ILLUMINATED EXIT SIGN
- 30"x48" CLEAR WHEELCHAIR SPACE

FARPOINTE



DESIGN GROUP

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Consultant:

Seat

Project:

KOTOSH RESTAURANT RENOVATION
2408 LOMITA BLVD, SUITE C
LOMITA, CA 90717

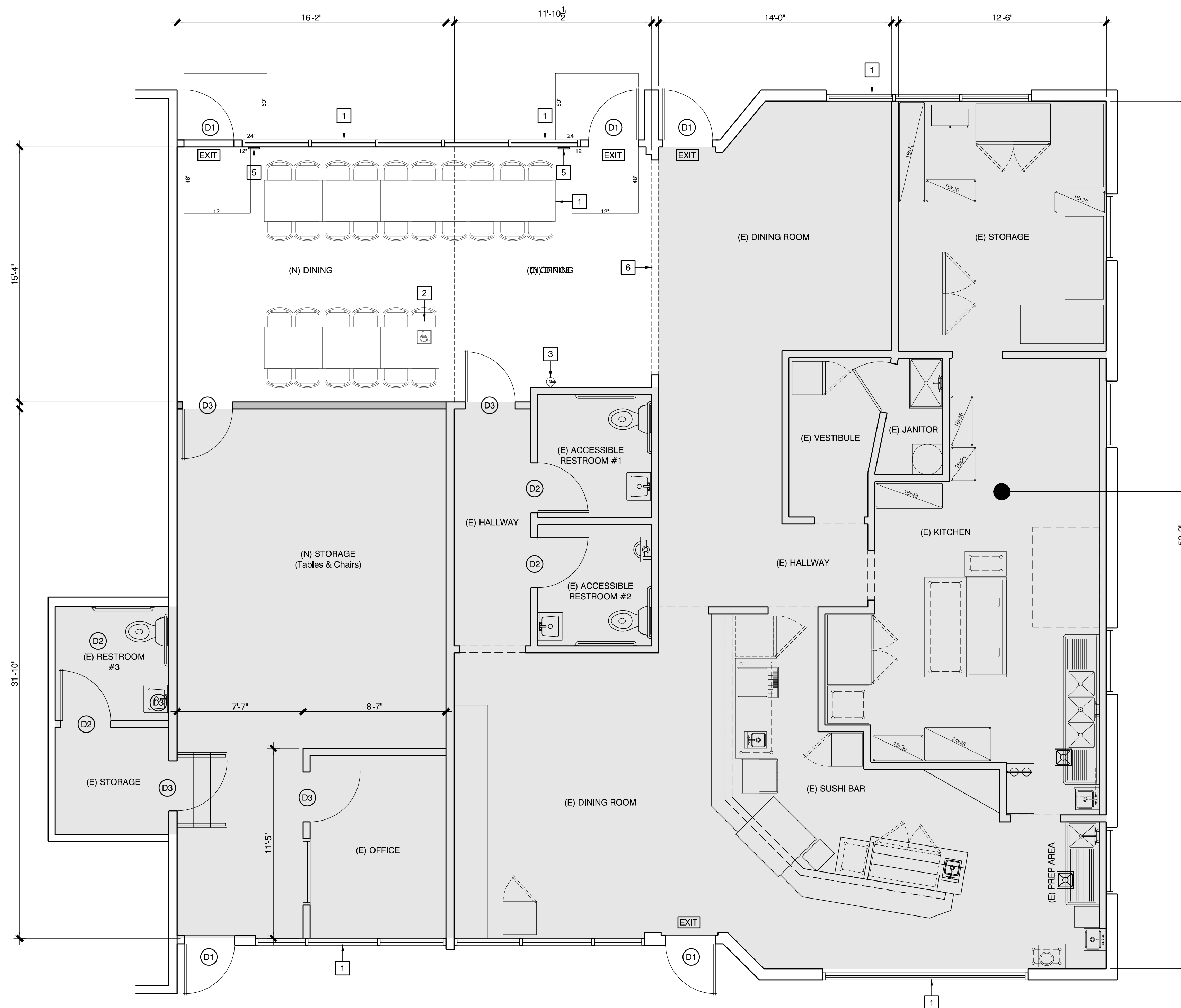
No Date Issue/Description

Project No: 220602
CAD File Name: KOT - A100 - PLAN
Drawn By: E.O.
Checked By: K.K.
Phase: P.C. SUBMITTAL
Initial Issue Date: 07/11/2021
Scale: AS SHOWN
Sheet Title:

FLOOR PLAN

Drawing No:

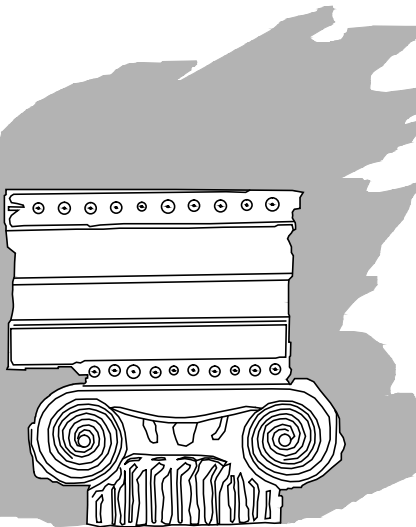
A100



SHADED AREA REPRESENTS AREA OF EXISTING IMPROVEMENTS. NO WORK PROPOSED IN THIS AREA.



FLOOR PLAN SCALE: 1/4"=1'-0" A



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Consultant:

MECHANICAL SYMBOL LEGEND

SYMBOL	DESCRIPTION	REMARKS
	EXHAUST FAN - FLUSH TYPE	TO PROVIDE 5 AIR CHANGES PER HOUR - VENT TO OUTSIDE
	2'-0" x 2'-0" RETURN AIR GRILLE	RETURN AIR GRILLE FOR SUSPENDED CEILING w/ ELBOW CONNECTION AND INSULATED FLEXIBLE DUCT RUNOUT
	2'-0" x 2'-0" SUPPLY AIR GRILLE	SUPPLY AIR GRILLE FOR SUSPENDED CEILING w/ ELBOW CONNECTION AND INSULATED FLEXIBLE DUCT RUNOUT
	1'-0" x 1'-0" SUPPLY AIR GRILLE	SUPPLY AIR GRILLE FOR GYP. BOARD CEILING w/ ELBOW CONNECTION AND INSULATED FLEXIBLE DUCT RUNOUT
	1'-0" x 1'-0" RETURN AIR GRILLE	RETURN AIR GRILLE FOR GYP. BOARD CEILING w/ ELBOW CONNECTION AND INSULATED FLEXIBLE DUCT RUNOUT

LIGHT FIXTURE SCHEDULE

FIXT. TYPE	SYMBOL	DESCRIPTION/ MFG./MODEL #	LAMP DESCRIPTION/ WATTAGE	REMARKS
A		(E) 2x4' RECESSED FLUORESCENT FIXTURE		
B		(E) 8" SQ. RECESSED LED LIGHT FIXTURE		
X1		RECESSED ACRYLIC EDGE LIT BLADE EXIT SIGN WITH EMERGENCY BATTERY BACKUP BARRON: S900U-WB-SR-GC-WH	120-277V	EXIT SIGNS SHALL BE LISTED AND LABELED PER UL 924. EMERGENCY POWER SHALL BE PROVIDED FOR AT LEAST 90 MINUTES

Seat

Project:

KOTOSH RESTAURANT RENOVATION
2408 LOMITA BLVD, SUITE C
LOMITA, CA 90717

No Date Issue/Description

Project No: 220602
CAD File Name: KOT - A200 - REFL
Drawn By: E.O.
Checked By: K.K.
Phase: P.C. SUBMITTAL
Initial Issue Date: 07/11/2021
Scale: AS SHOWN
Sheet Title:

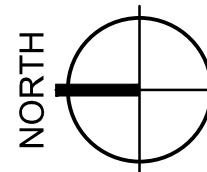
REFLECTED CEILING PLAN

Drawing No:

A200

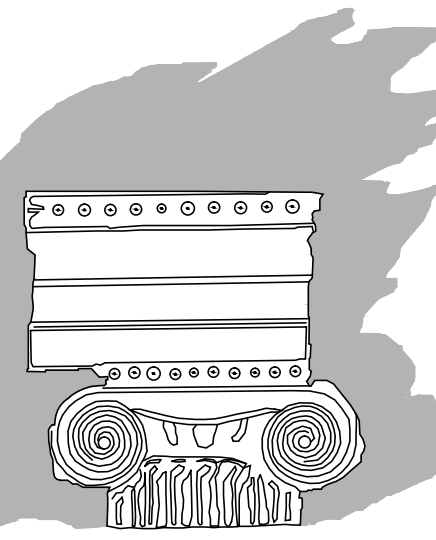


SHADED AREA REPRESENTS AREA OF EXISTING IMPROVEMENTS. NO WORK PROPOSED IN THIS AREA.



REFLECTED CEILING PLAN

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



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Consultant:

Seal:

Project:

KOTOSH RESTAURANT RENOVATION
 2408 LOMITA BLVD, SUITE C
 LOMITA, CA 90717

No	Date	Issue/Description

Project No: 220602
 CAD File Name: KOT - DA02-ACCE
 Drawn By: E.O.
 Checked By: K.K.
 Phase: P.C. SUBMITTAL
 Initial Issue Date: 07/11/2021
 Scale: AS SHOWN
 Sheet Title:

DISABLED ACCESS NOTES

Drawing No:

NOTE: ALL DIMENSIONS ARE SUBJECT TO JOB SITE VARIATIONS.

11B-705.1.2.2 Curb ramps. Detectable warnings at curb ramps shall extend 36" in the direction of travel. Detectable warnings shall extend the full width of the ramp run excluding any flared sides. Detectable warnings shall be located so the edge nearest the curb is 6" minimum and 8" maximum from the line at the face of the curb marking the transition between the curb and the gutter, street or highway.

Exception: On parallel curb ramps, detectable warnings shall be placed on the turning space at the flush transition between the street and sidewalk.

11B-705.1.2.3 Islands or cut through medians. Detectable warnings at pedestrian islands or cut through medians shall be 36" minimum in depth extending the full width of the pedestrian path or cut through, placed at the edges of the pedestrian island or cut through median, and shall be separated by 24" minimum of walking surface without detectable warnings.

Exception: Detectable warnings shall be 24" minimum in depth at pedestrian islands or cut through medians that are less than 96" in length in the direction of pedestrian travel.

11B-705.3 Product approval. Only approved DSA-AC detectable warning products and directional surfaces shall be installed as provided in the California Code of Regulations (CCR), Title 24, Part 1, Chapter 5, Articles 2, 3 and 4. Refer to CCR Title 24, Part 12, Chapter 11B, Section 12-11B.205 for building and facility access specifications for product approval for detectable warning products and directional surfaces.

DIVISION 5: GENERAL SITE AND BUILDING ELEMENTS

11B-902 Dining surfaces and work surfaces

11B-902.1 General. Dining surfaces and work surfaces shall comply with Sections 11B-902.2 and 11B-902.3.

11B-902.2 Clear floor or ground space. A clear floor space complying with Section 11B-305 positioned for a forward approach shall be provided. Knee and toe clearance complying with Section 11B-306 shall be provided.

11B-902.3 Height. The tops of dining surfaces and work surfaces shall be 28" minimum and 34" maximum above the finish floor or ground.

11B-903 Benches

11B-903.1 General. Benches shall comply with Section 11B-903.

11B-903.2 Clear floor or ground space. Clear floor or ground space complying with Section 11B-305 shall be provided and shall be positioned at the end of the bench seat and parallel to the short axis of the bench.

11B-903.3 Size. Benches shall have seats that are 48" long minimum and 20" deep minimum and 24" deep maximum.

11B-903.4 Back support. The bench shall provide for back support or shall be affixed to a wall along its long dimension. Back support shall be 48" long minimum and shall extend from a point 2" maximum above the seat surface to a point 18" minimum above the seat surface. Back support shall be 2 1/2" maximum from the rear edge of the seat measured horizontally.

11B-903.5 Height. The top of the bench seat surface shall be 17" minimum and 19" maximum above the finish floor or ground.

11B-903.6 Structural strength. Benches shall be affixed to the wall or floor. Allowable stresses shall not be exceeded for materials used when a vertical or horizontal force of 250 pounds is applied at any point on the seat, fastener, mounting device, or supporting structure.

11B-904 Check out aisles and sales and service counters

11B-904.1 General. Check out aisles and sales and service counters shall comply with the applicable requirements of Section 11B-904.

11B-904.2 Approach. All portions of counters required to comply with Section 11B-904 shall be located adjacent to a walking surface complying with Section 11B-403.

11B-904.4 Sales and service counters. Sales counters and service counters shall comply with Section 11B-904.1 or 11B-904.2. The accessible portion of the counter top shall extend the same depth as the sales or service counter top.

11B-904.4.1 Parallel approach. A portion of the counter surface that is 36" long minimum and 34" high maximum above the finish floor shall be provided. A clear floor or ground space complying with Section 11B-305 shall be positioned for a parallel approach adjacent to the 36" minimum length of counter.

Exception: Where the provided counter surface is less than 36" long, the entire counter surface shall be 34" high maximum above the finish floor.

11B-904.4.2 Forward approach. A portion of the counter surface that is 36" long minimum and 34" high maximum shall be provided. Knee and toe space complying with Section 11B-306 shall be provided under the counter. A clear floor or ground space complying with Section 11B-305 shall be positioned for a forward approach to the counter.

11B-904.5 Food service lines. Counters in food service lines shall comply with Section 11B-904.5.

11B-904.5.1 Self service shelves and dispensing devices. Self service shelves and dispensing devices for tableware, dishware, condiments, food and beverages shall comply with Section 11B-306.

11B-703.3.1 Dimensions and capitalization. Braille dots shall have a domed or rounded shape and shall comply with Table 11B-703.3.1 The indication of an uppercase letter or letters shall only be used before the first word of sentences, proper nouns and names, individual letters or the alphabet, initials, and acronyms.

11B-703.3.2 Position. Braille shall be positioned below the corresponding text in a horizontal format, flush left or centered. If text is multi-lined, Braille shall be placed below the entire text. Braille shall be separated 3/8" minimum and 1/2" maximum from any other tactile characters and 3/8" minimum from raised borders and decorative elements.

11B-703.4 Installation height and location. Signs with tactile characters shall comply with Section 11B-703.4.

11B-703.4.1 Height above finish floor or ground. Tactile characters on signs shall be located 48" minimum above the finish floor or ground surface, measured from the baseline of the lowest Braille cells and 60" maximum above the finish floor or ground surface, measured from the baseline of the highest line of raised characters.

11B-703.4.2 Location. Where a tactile sign is provided at a door, the sign shall be located alongside the door at the latch side. Where a tactile sign is provided at double doors with one active leaf, the sign shall be located on the inactive leaf. Where a tactile sign is provided at double doors with two active leaves, the sign shall be located to the right of the right hand door. Where there is no wall space at the latch side of the door or at the right side of double doors, signs shall be located on the nearest adjacent wall. Signs containing tactile characters shall be located so that a clear floor space of 18" minimum by 18" minimum, centered on the tactile characters, is provided beyond the arc of any door swing between the closed position and 45 degree open position. Where permanent identification signage is provided for rooms and spaces they shall be located on the approach side of the door as one enters the room or space. Signs that identify exit shall be located on the approach side of the door as one exits the room or space.

11B-703.5 Visual Characters. Visual characters shall comply with section 11B-703.5.

11B-703.5.1 Finish and contrast. Characters and their background shall have a non glare finish. Characters shall contrast with their background with either light characters on a dark background or dark characters on a light background.

11B-703.5.2 Case. Characters shall be uppercase or lowercase or a combination of both.

11B-703.5.3 Style. Characters shall be conventional in form. Characters shall not be italic, oblique, script, highly decorative, or of other unusual forms.

11B-703.5.4 Character proportions. Characters shall be selected from fonts where the width of the uppercase letter "O" is 60 percent minimum and 110 percent maximum of the height of the uppercase letter "I".

11B-703.5.5 Height from finish floor or ground. Visual characters shall be 40" minimum above finish floor or ground.

11B-703.5.7 Stroke thickness. Stroke thickness of the uppercase letter "I" shall be 10 percent minimum and 20 percent maximum of the height of the character.

11B-703.5.8 Character spacing. Character spacing shall be measured between the two closest points of adjacent characters, excluding word spaces. Spacing between individual characters shall be 10 percent minimum and 35 percent maximum of character height.

11B-703.5.9 Line spacing. Spacing between the baselines of separate lines of characters within a message shall be 135 percent minimum and 170 percent maximum of the character height.

11B-703.5.10 Format. Text shall be in a horizontal format.

11B-703.6 Pictograms. Pictograms shall comply with Section 11B-703.6.

11B-703.6.1 Pictogram field. Pictograms shall have a field height of 6" minimum. Characters and Braille shall not be located in the pictogram field.

11B-703.6.2 Finish and contrast. Pictograms and their field shall have a non glare finish. Pictograms shall contrast with their field with either a light pictogram on a dark field or a dark pictogram on a light field.

11B-703.6.3 Text descriptors. Pictograms shall have text descriptors located directly below the pictogram field. Text descriptors shall comply with Sections 11B-703.2, 11B-703.3 and 11B-703.4.

11B-703.7 Symbols of accessibility. Symbols of accessibility shall comply with Section 11B-703.7.

11B-703.7.1 Finish and contrast. Symbols of accessibility and their background shall have a non glare finish. Symbols of accessibility shall contrast with their background with either a light symbol on a dark background or a dark symbol on a light background.

11B-703.7.2 International Symbol of Accessibility. The International Symbol of Accessibility shall comply with Figure 11B-703.7.2.1. The symbol shall consist of a white figure on a blue background. The blue shall be Color No. 15090 in Federal Standard 595B.

11B-703.7.2.6 Toilet and bathing facilities geometric symbols. Doorways leading to toilet rooms and bathing rooms shall be identified by a geometric symbol complying with Section 11B-703.7.2.6. The symbol shall be mounted at 58" minimum and 60" maximum above the finish floor or ground surface measured from the centerline of the symbol. Where a door is provided the symbol shall be mounted within 1" of the vertical centerline of the door.

11B-703.7.2.6.1 Men's toilet and bathing facilities. Men's toilet and bathing facilities shall be identified by an equilateral triangle, 1/4" thick with edges 12" long and a vertex pointing upward. The triangle symbol shall contrast on the door, either light on a dark background or dark on a light background.

11B-703.7.2.6.2 Women's toilet and bathing facilities. Women's toilet and bathing facilities shall be identified by a circle, 1/4" thick and 12" in diameter. The circle symbol shall contrast with the door, either light on a dark background or dark on a light background.

11B-703.7.2.6.3 Unisex toilet and bathing facilities. Unisex toilet and bathing facilities shall be identified by a circle, 1/4" thick and 12" in diameter with a 1/4" thick triangle with a vertex pointing upward superimposed on the circle and within the 12" diameter. The triangle symbol shall contrast with the circle symbol, either light on a dark background or dark on a light background.

11B-703.7.2.6.4 Edges and corners. Edges of signs shall be rounded, chamfered or eased. Corners of signs shall have a minimum radius of 1/8".

11B-705.1 Detectable warnings

11B-705.1.1 General. Detectable warning shall consist of a surface of truncated domes and shall comply with Section 11B-705.

11B-705.1.1.1 Dome size. Truncated domes in a detectable warning surface shall have a base diameter of 0.9" minimum and 0.92" maximum, a top diameter of 0.45" minimum and 0.47" maximum, and a height of 0.18" minimum and 0.22" maximum.

11B-705.1.1.2 Dome spacing. Truncated domes in a detectable warning surface shall have a center to center spacing of 2.3" minimum and 2.4" maximum, and a base to base spacing of 0.65" minimum, measured between the most adjacent domes on a square grid.

11B-705.1.1.3 Contrast. Detectable warning surfaces shall contrast visually with adjacent walking surfaces either light on dark, or dark on light. The material used to provide contrast shall be an integral part of the surface.

11B-705.1.1.4 Resiliency. Detectable warning surfaces shall differ from adjoining surfaces in resiliency or sound on cane contact.

Exception: Detectable warning surfaces at curb ramps, islands or cut through medians shall not be required to comply with Section 11B-705.1.1.4.

11B-705.1.1.5 Color. Detectable warning surfaces shall be yellow conforming to FS 35538 of Federal Standard 595C.

Exception: Detectable warning surfaces at curb ramps, islands or cut through medians shall not be required to comply with Section 11B-705.1.1.5.

11B-705.1.2 Locations. Detectable warnings at the following locations shall comply with Section 11B-705.1.

11B-705.1.2.1 Platform edges. Detectable warning surfaces at platform boarding edges shall be 24" wide and shall extend the full length of the public use areas of the platform.

11B-603 Toilet and bathing rooms

11B-603.1 General. Toilet and bathing rooms shall comply with Section 11B-603.

11B-603.2 Clearances. Clearances shall comply with Section 11B-603.2.

11B-603.2.1 Turning space. Turning space complying with Section 11B-304 shall be provided within the room.

11B-603.2.2 Overlap. Required clear floor spaces, clearance at fixtures, and turning space shall be permitted to overlap.

11B-603.2.3 Door swing. Doors shall not swing into the clear floor space or clearance required for any fixture. Other than the door to the accessible water closet compartment, a door in any position, may encroach into the turning space by 12" maximum.

11B-603.3 Mirrors. Mirrors located above lavatories or countertops shall be installed with the bottom edge of the reflecting surface 40" maximum above the finish floor or ground. Mirrors not located above lavatories or countertops shall be installed with the bottom edge of the reflecting surface 35" maximum above the finish floor or ground.

11B-603.5 Accessories. Where towel or sanitary napkin dispensers, waste receptacles, or other accessories are provided in toilet facilities, at least one of each type shall be located on an accessible route. All operable parts, including coin slots, shall be 40" maximum above the finish floor.

11B-604 Water closets and toilet compartments.

11B-604.1 General. Water closets and toilet compartments shall comply with Sections 11B-604.2 through 11B-604.8.

11B-604.2 Location. The water closet shall be positioned with a wall or partition to the rear and to one side. The centerline of the water closet shall be 17" minimum to 18" maximum from the side wall or partition. Water closets shall be arranged for a left hand or right hand approach.

11B-604.3 Clearance. Clearances around water closets and in toilet compartments shall comply with Section 11B-604.3.

11B-604.3.1 Size. Clearance around a water closet shall be 60" minimum measured perpendicular to the side wall and 56" minimum measured perpendicular from the rear wall. A minimum 60" wide and 48" deep maneuvering space shall be provided in front of the water closet.

11B-604.3.2 Overlap. The required clearance around the water closet shall be permitted to overlap the water closet, associated grab bars, dispensers, sanitary napkin disposal units, coat hooks, shelves, accessible routes, clear floor space and clearances required at other fixtures, and teh turning space. No other fixtures or obstructions shall be located within the required water closet clearance.

11B-604.5 Grab bars. Grab bars for water closets shall comply with Section 11B-609. Grab bars shall be provided on the side wall closest to the water closet and on the rear wall. Where separate grab bars are required on adjacent walls at a common mounting height, an L-shaped grab bar meeting the dimensional requirements of Sections 11B-604.5.1 and 11B-604.5.2 shall be permitted.

11B-604.5.1 Side wall. The side wall grab bar shall be 42" long minimum, located 12" maximum from the rear wall and extending 54" minimum from the rear wall with the front end positioned 24" minimum in front of the water closet.

11B-604.5.2 Rear wall. The rear wall grab bar shall be 36" long minimum and extend from the centerline of the water closet 12" minimum on the other side.

Exception: The rear grab bar shall be permitted to be 24" long minimum, centered on teh water closet, where wall space does not permit a length of 36" minimum due to the location of a recessed fixture adjacent to the water closet.

11B-604.6 Flush controls. Flush controls shall be hand operated or automatic. Hand operated flush controls shall comply with Section 11B-309 except they shall be located 44" maximum above the floor. Flush controls shall be located on the open side of the water closet.

11B-604.7 Dispensers. Toilet paper dispensers shall comply with Section 11B-309.4 and shall be 7" minimum and 9" maximum in front of the water closet measured to the centerline of the dispenser. The outlet of the dispenser shall be below the grab bar, 19" minimum above the finish floor and shall not be located behind grab bars. Dispensers shall not be of the type that controls deliver or that does not allow continuous paper flow.

11B-605 Urinals

11B-605.1 General. Urinals shall comply with Section 11B-605.

11B-605.2 Height and depth. Urinals shall be the stall type or the wall hung type with the rim 17" maximum above the finish floor or ground. Urinals shall be 13 1/2" deep minimum measured from the outer face of the urinal rim to the back of the fixture.

11B-605.3 Clear floor space. A clear floor or ground space complying with Section 11B-305 positioned for forward approach shall be provided.

11B-605.4 Flush controls. Flush controls shall be hand operated or automatic. Hand operated flush controls shall comply with Section 11B-309 except that the flush control shall be mounted at a maximum height of 44" above the finish floor.

11B-606 Lavatories and sinks

11B-606.1 General. Lavatories and sinks shall comply with Section 11B-606.

11B-606.2 Clear floor space. A clear floor space complying with Section 11B-305, positioned for a forward approach, and knee and toe clearance complying with Section 11B-306 shall be provided.

Exception: A parallel approach complying with Section 11B-305 shall be permitted to a kitchen sink in a space where a cook top or conventional range is not provided and to wet bars.

11B-606.3 Height. Lavatories and sinks shall be installed with the front of the higher of the rim or counter surface 34" maximum above the finish floor or ground.

11B-606.4 Faucets. Controls for faucets shall comply with Section 11B-309. Hand operated metering faucets shall remain open for 10 seconds minimum.

11B-606.5 Exposed pipes and surfaces. Water supply and drain pipes under lavatories and sinks shall be insulated or otherwise configured to protect against contact. There shall be no sharp or abrasive surfaces under lavatories and sinks.

11B-606.6 Adjacent side wall or partition. Lavatories, when located adjacent to a side wall or partition, shall be a minimum of 18" to the centerline of the fixture.

11B-606.7 Sink depth. Sinks shall be 6 1/2" deep maximum.

DIVISION 7: COMMUNICATION ELEMENTS AND FEATURES

11B-703 Signs

11B-703.1 General. Signs shall comply with Section 11B-703. Where both visual and tactile characters are required, either one sign with both visual and tactile characters, or two separate signs, one with visual, and one with tactile characters, shall be provided.

11B-703.2 Raised characters. Raised characters shall comply with Section 11B-703.2 and shall be duplicated in Braille complying with Section 11B-703.3. Raised characters shall be installed in accordance with Section 11B-703.4.

11B-703.2.1 Depth. Raised characters shall be 1/32" minimum above their background.

11B-703.2.2 Case. Characters shall be uppercase.

11B-703.2.3 Style. Characters shall be sans serif. Characters shall not be italic, oblique, script, highly decorative, or of other unusual forms.

11B-703.2.4 Character proportions. Characters shall be selected from fonts where the width of the uppercase letter "O" is 60 percent minimum and 110 percent maximum of the height of the uppercase letter "I".

11B-703.2.5 Character height. Character height measured vertically from the baseline of the character shall be 5/8" minimum and 2" maximum based on the height of the uppercase letter "I".

11B-703.2.6 Stroke thickness. Stroke thickness of the uppercase letter "I" shall be 15 percent maximum of the height of the character.

11B-406.5.1.1 Grooved border. Curb ramps shall have a grooved border 12" wide along the top of the ramp at the level surface of the top landing and at the outside edges of the flared sides. The grooved border shall consist of a series of grooves 1/4" wide by 1/4" deep, at 3/4" on center.

Exceptions:

- At parallel curb ramps, the grooved border shall be on the upper approach immediately adjacent to the curb ramp across the full width of the curb ramp.
- A grooved border shall not be required at blended transitions.

11B-406.5.1.2 Detectable warnings. Curb ramps and blended transitions shall have detectable warnings complying with Section 11B-705.

11B-406.6 Islands. Raised islands in crossings shall be cut through level with the street or have curb ramps at both sides. The clear width of the accessible route at islands shall be 60" wide minimum. Where curb ramps are provided, they shall comply with Section 11B-406. Landings complying with Section 11B-406.5.3 and the accessible route shall be permitted to overlap. Islands shall have detectable warnings complying with Section 11B-705.

DIVISION 5: GENERAL SITE AND BUILDING ELEMENTS

11B-502 Parking spaces

11B-502.1 General. Car and van parking spaces shall comply with Section 11B-502. Where parking spaces are marked with lines, width measurements of parking spaces and access aisles shall be made from the centerline of the markings.

Exception: Where parking spaces or access aisles are not adjacent to another parking space or access aisle, measurements shall be permitted to include the full width of the line defining the parking space or access aisle.

11B-502.2 Vehicle spaces. Car and van parking spaces shall be 216" long minimum. Car parking spaces shall be 108" wide minimum and van parking spaces shall be 144" wide minimum, shall be marked to define the width, and shall have an adjacent access aisle complying with Section 11B-502.3.

Exception: Van parking spaces shall be permitted to be 108" wide minimum where the access aisle is 96" wide minimum.

11B-502.3 Access aisle. Access aisles serving parking spaces shall comply with Section 11B-502.3. Access aisles shall adjoin an accessible route. Two parking spaces shall be permitted to share a common access aisle.

11B-502.3.1 Width. Access aisles serving car and van parking spaces shall be 60" wide minimum.

11B-502.3.2 Length. Access aisles shall extend the full required length of the parking spaces they serve.

11B-502.3.3 Marking. Access aisles shall be marked with a blue painted borderline around their perimeter. The area within the blue borderlines shall be marked with hatched lines a maximum of 36" on center in a color contrasting with that of the aisle surface, preferably blue or white. The words "NO PARKING" shall be painted on the surface within each access aisle in white letters a minimum of 12" in height and located to be visible from the adjacent vehicular way. Access aisle markings may extend beyond the minimum required length.

11B-502.3.4 Location. Access aisles shall not overlap the vehicular way. Access aisles shall be permitted to be placed on either side of the parking space except for van parking spaces which shall have access aisles located on the passenger side of the parking spaces.

11B-502.4 Floor or ground surfaces. Parking spaces and access aisles serving them shall comply with Section 11B-302. Access aisles shall be at the same level as the parking spaces they serve. Changes in level are not permitted.

Exception: Slopes not steeper than 1:48 shall be permitted.

11B-502.5 Vertical clearance. Parking space, access aisles and vehicular routes serving them shall provide a vertical clearance of 98" minimum.

11B-502.6 Identification. Parking space identification signs shall include the International Symbol of Accessibility complying with Section 11B-703.7.2.1. Signs identifying van parking spaces shall contain additional language or an additional sign with the designation "van accessible". Signs shall be 60" minimum above the finish floor or ground surface measured to the bottom of the sign.

Exception: Signs located within an accessible route shall be a minimum of 80" above the finish floor or ground surface measured to the bottom of the sign.



CITY OF LOMITA PLANNING COMMISSION REPORT

TO: Planning Commission **Item No. PH 5b**

FROM: Laura MacMorran, Associate Planner

MEETING DATE: March 13, 2023

SUBJECT: Discussion and Consideration of Zoning Text Amendment No. 2023-02, an Ordinance Amending Lomita Municipal Code Title XI (Planning and Zoning) to Modify Off-Street Parking Restrictions and Permit Additional Types of Parking Lot Signs, to Add Definitions and Finding the Action to be Exempt from the California Environmental Quality Act

RECOMMENDATION

Recommend approval of Zoning Text Amendment 2023-02 to the City Council, subject to the findings and conditions and finding the request exempt from the California Environment Quality Act (CEQA).

BACKGROUND

BRFI Lomita II, LLC, associated with Balboa Retail Partners, applied to modify the prohibition on designated parking spaces at a multi-tenant commercial property (Sec. 11-.66.05(D)) and to add new parking sign types to identify the designated spaces. The applicant owns 2130 Pacific Coast Highway (proposed Target) and 2142-2154 Pacific Coast Highway and proposes the zoning text amendment to allow designated parking and to establish new sign types and standards for corresponding signage. Target proposes 12 drive-up spaces identified by individual parking space signs and two beacon signs identifying the pickup area.

Based on experience and research, staff proposes permitting short-term parking spaces in a multi-tenant commercial center. The applicant agreed to include this additional type of space with the other proposed amendments.

Staff discussed the proposed text amendment with both the City Council's Economic Development Subcommittee and the Lomita Chamber of Commerce. There is input incorporated into this zone text amendment.

ANALYSIS

The proposed ordinance to amend Lomita Municipal Code (“LMC”) is in response to the societal changes in technology, consumer shopping, and the retail industry, especially in a post-pandemic society.

1) DESIGNATED PARKING

See Section 4, Parts A and B of the draft ordinance (Exhibit A)

Historically, multi-tenant commercial properties have shared all provided parking spaces, meaning any business’ customers may park in any of the available parking spaces. To punctuate this parking arrangement, Lomita’s Code explicitly prohibits designating a parking space for an individual tenant’s exclusive use in a mixed-use commercial center.

In comparison to other jurisdictions, this parking restriction is an outlier. Staff spoke with planners in the City of Carson, the City of Torrance, and Skokie, Illinois, and researched several other South Bay municipalities’ codes. Almost none of the jurisdictions prohibit designated parking and have retailers which have successfully implemented designated parking spaces for a tenant’s exclusive use.

As technological changes have made it possible to purchase goods remotely, it is no longer necessary to physically enter a store to obtain the merchandise. To compete with online retailers, brick-and-mortar retailers have augmented their sales with online shopping and provided a local pickup option through retailer-specific mobile applications. This saves shipping costs for consumers and benefits the brick-and-mortar retailers, property owners, and commercial districts.

To facilitate a drive-up transaction, the customer parks in a numbered space and reports it on a mobile application. An employee walks the ordered goods to the customer’s vehicle. The designated spaces are not a loss of a required parking space, but instead a component of the retailer’s parking supply that is capturing what before online shopping would have been instore purchases.

Drive-up service benefits all people, but especially families with young children, the elderly, people with physical challenges, anyone who may be sick or fears getting sick, those in a hurry, and people who don’t have a secure place for package delivery when they are not home.

The drive-up option appears to be a permanent feature of brick-and-mortar stores, projected demand is uncertain. Target requests 12 spaces out of 206 which calculates to 5.8% of the parking spaces. Staff conservatively recommends that commercial centers with 50,000 ft² of property area be allowed to designate up to 7.5% of the total number of approved parking spaces for the exclusive use of a tenant. For slightly smaller commercial developments, staff recommends that up to 5% of the parking spaces may be eligible for designation.

2) SHORT-TERM PARKING

See Section 4, Part C of the draft ordinance (Exhibit A)

As with online retailing, technology and the pandemic have impacted consumer behavior of ordering online through Uber Eats, Grubhub, Doordash, and similar mobile orders. In response, staff recommends allowing property owners to designate parking as short-term only and self-enforce. Short-term parking is intended for vehicle stays lasting only for a few minutes. Typically, a short-term parking space has greater turnover and can accommodate more instances of vehicle parking, thus generating more revenue for the business. It also provides a space instead the drive aisle for medical lab pickup vans and armored bank trucks which are subject to time restraints.

The provisions of the draft ordinance would allow customers and delivery services to more conveniently find parking, and the designated spaces are typically located near the retail building's doors. Ease or difficulty in picking up online or over the phone orders, especially at a food establishment, are considerations in a customer's selection process. One way to support our local businesses is to prescribe parking requirements that respond to societal changes and are not overly restrictive.

The proposed amendment would allow up to 5% of the provided parking spaces to be marked for short-term parking. Any business with 30 or more parking spaces may park in a short-term parking space. Shared short-term parking spaces increase the pool of potential users and thus better optimizes the parking space(s).

As a parallel, the City of Lomita's Public Works Department already considers short-term street parking requests, and may approve such for the reasons stated. As opposed to administrative review or lengthy discretionary review, the amendment allows the landlord to decide the best way to establish these spaces, as well as make allows the landlord to make changes as needed. Implementation will be enforced by code enforcement.

3) PARKING LOT SIGNS

See Section 4, Parts D and E of the draft ordinance (Exhibit A) and Sign Examples (Attachment C)

The draft ordinance provides for three new parking lot signs related to proposed designated and short-term parking. The signage is typical of signs allowed by other jurisdictions or already used in Lomita.

CEQA

The proposed code amendment has been assessed in accordance with Section 15060(c)(2) (the activity will not result in a direct or reasonably foreseeable indirect physical change in the environment) of the California Environmental Quality Act (CEQA) Guidelines, California Code of Regulations, Title 14, Chapter 3, because it has no potential for resulting in physical change to the environment, directly or indirectly. Alternatively, the adoption of this Ordinance is exempt from CEQA because it can be seen

with certainty that there is no possibility that the activity in question may have a significant effect on the environment. (State CEQA Guidelines, § 15061(b)(3).)

PUBLIC NOTICE

Notices of this hearing dated March 2, 2023, were published in the Daily Breeze Newspaper, and posted at City Hall and Lomita Park.

OPTIONS

1. Recommend approval to the City Council as recommended by staff.
2. Recommend approval to the City Council with amendments.
3. Provide staff with further direction.

ATTACHMENTS

1. Resolution with Exhibit 1 Draft Ordinance
2. Sign Examples
3. Letter from the Applicant
4. Notice of Exemption

Prepared by:

Laura MacMorran

Laura MacMorran
Associate Planner

Reviewed by:

Brianna Rindge

Brianna Rindge, AICP
Community & Economic Development
Director

RESOLUTION NO. PC 2023-XX

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF LOMITA RECOMMENDING CITY COUNCIL APPROVAL OF ZONE TEXT AMENDMENT 2023-02, AMENDING LOMITA MUNICIPAL CODE TITLE XI (PLANNING AND ZONING), ARTICLE 15 (DEFINITIONS), ARTICLE 66 (OFF-STREET PARKING, STORAGE AND LOADING), AND ARTICLE 67 (SIGNS) AND FINDING THE ACTION TO BE EXEMPT FROM THE CALIFORNIA ENVIRONMENTAL QUALITY ACT. INITIATED BY BRFI LOMITA II, LLC, 11611 SAN VINCENTE BOULEVARD, SUITE 900, LOS ANGELES, CA 90049 (APPLICANT)

THE PLANNING COMMISSION OF THE CITY OF LOMITA DOES HEREBY FIND, ORDER AND RESOLVE AS FOLLOWS:

Section 1. Recitals

A. The Planning Commission of the City of Lomita has considered a request for a Zone Text Amendment to modify parking and sign standards. This amendment was initiated by the BRFI Lomita II, LLC, 11611 San Vicente Boulevard, Suite 900, Los Angeles, CA 90049 in accordance with Section 11-1.70.05(B).

B. This proposed code amendment has been assessed in accordance with Section 15060(c)(2) (the activity will not result in a direct or reasonably foreseeable indirect physical change in the environment) of the California Environmental Quality Act (CEQA) Guidelines, California Code of Regulations, Title 14, Chapter 3, because it has no potential for resulting in physical change to the environment, directly or indirectly. Alternatively, the adoption of this Ordinance is exempt from CEQA because it can be seen with certainty that there is no possibility that the activity in question may have a significant effect on the environment. (State CEQA Guidelines, § 15061(b)(3).)

C. On March 13, 2023, the Planning Commission held a duly noticed public hearing and accepted public testimony and evidence to consider the Zoning Text Amendment, in accordance with Lomita Municipal Code sections 11-1.70.04 and 11-1.70.05(C).

D. After review and consideration of all evidence and testimony presented in connection with this hearing, the Planning Commission recommends that the City Council approves the Zoning Text Amendment to establish modified parking and sign standards.

Section 2. In accordance with Municipal Code section 11-1.70.05, the Planning Commission finds that the proposed Zone Text Amendment, to establish new parking and sign standards is consistent with the General Plan as follows:

The Economic Development Element's Policy 3 is to *promote the improvement and revitalization of existing shopping centers*. The City's parking and sign standards were

adopted when consumer shopping patterns were restricted to in-store purchases. The proposed parking and sign standards respond to technological and retail changes. For shopping centers to be revitalized, regulations cannot prevent them from adapting to meet today's consumer demands.

The Land Use Element's first goal is "*to promote an orderly pattern of development in the City.*" The proposed zone text amendment modifies regulations regarding the permitting and placement of signs in a parking lot. The proposed sign standards provide identification and information for customers ordering online and picking up merchandise in person, and customers whose visits lasts for a short duration. The adoption of this zone text amendment categorizes signs based upon the function that they will serve and fosters and aids in the harmonious, orderly, and progressive development of the City consistent with the General Plan Land Use Element's goals and policies.

Section 3. Based on the foregoing, the Planning Commission of the City of Lomita hereby recommends City Council approval of the amendments to the Lomita Municipal Code shown in Draft Ordinance (Exhibit A).

PASSED and ADOPTED by the Planning Commission of the City of Lomita on this 13th day of March 2022 by the following vote:

AYES: Commissioners:
NOES: Commissioners:
ABSENT: Commissioners:

Steven Cammarata, Chair

ATTEST: _____
Brianna Rindge, AICP
Community and Economic Development Director

Any action to challenge the final decision of the City made as a result of the public hearing on this application must be filed within the time limits set forth in Code of Civil Procedure Section 1094.6.

ORDINANCE NO. XX

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF LOMITA, CALIFORNIA, APPROVING ZONE TEXT AMENDMENT No. 2023-02 AND AMENDING LOMITA MUNICIPAL CODE TITLE XI (PLANNING AND ZONING) ARTICLE 15 (DEFINITIONS), ARTICLE 66 (OFF-STREET PARKING, STORAGE AND LOADING), AND ARTICLE 67 (SIGNS) AND FINDING THE ACTION TO BE CATEGORICALLY EXEMPT FROM THE CALIFORNIA ENVIRONMENTAL QUALITY ACT. INITIATED BY BRFI LOMITA II, LLC, 11611 SAN VICENTE BOULEVARD, SUITE 900, LOS ANGELES, CA 90049 (APPLICANT)

Section 1. Recitals

A. On March 13, 2023, the Planning Commission held a duly noticed public hearing on Zone Text Amendment No. 2023-02 where public testimony was accepted on the item and recommended City Council approval.

B. On April 4, 2023, the City Council considered this application to amend Lomita's Municipal Code Sections 11-1.15(D) and 11-1.15(S) (Definitions), Section 11-1.66.05 to modify off-street parking regulations and to amend Article 67 to modify sign regulations, held a duly noticed public hearing and accepted testimony in regard to the same.

The Recitals above are true and correct and are hereby adopted as findings as if fully set forth herein.

Section 2. General Plan

The City Council finds that the ordinance is consistent with the General Plan because it implements the Economic Development Element's Policy 3 to promote the improvement and revitalization of existing shopping centers. The City's parking and sign standards were adopted when consumer shopping patterns were restricted to in-store purchases. The proposed parking and sign standards respond to technological and retail changes. For shopping centers to be revitalized, regulations cannot prevent them from adapting to meet today's consumer demands.

The City Council also finds the proposed changes will preserve, protect, provide for, and foster the health, safety, and welfare of the citizenry in general and the persons who work, visit, or live in this development in particular.

Section 3. Environmental Review

The City Council finds that the ordinance is exempt from the California Environmental Quality Act (CEQA) Guidelines, California Code of Regulations, Title 14, Chapter 3, pursuant to Section 15060(c)(2) (the activity will not result in a direct or reasonably foreseeable indirect physical change in the environment) because zoning amendment

has no potential for resulting in physical change to the environment, directly or indirectly. Alternatively, the adoption of this Ordinance is exempt from CEQA because it can be seen with certainty that there is no possibility that the activity in question may have a significant effect on the environment. (State CEQA Guidelines, § 15061(b)(3).)

THE CITY COUNCIL OF THE CITY OF LOMITA HEREBY ORDAINS AS FOLLOWS:

Section 4. Zoning Amendments

Based on the foregoing, the City Council hereby approves of the following amendments to the Lomita Municipal Code:

A. Section 11-1.15 (“Definitions”) of Article 15 (“General Provisions”) of Title XI of the Lomita Municipal Code is hereby amended to add the following definitions alphabetically as follows:

Section 11-1.15 (D)

“Designated parking space shall mean a parking space designated, assigned, or reserved for the exclusive use of one particular business’ customers.”

Section 11-1.15(S)

“Shared parking space shall mean a private parking area used jointly by two or more uses.

Short-term parking space shall mean a customer parking space which shall not be occupied by the same vehicle for no more than thirty (30) minutes at a time.”

B. Section 11-1.66.02 (“Definitions”) of Article 66 (“Off-Street Parking, Storage and Loading”) of Title XI of the Lomita Municipal Code is hereby amended to read as follows:

“Section 11-1.66.02. - Definitions.

For the purpose of this article, unless otherwise apparent from the context, the following words and phrases used in this article are defined in **Article 15**, Definitions of the Zoning Ordinance: **designated parking space**, driveway, floor area, garage, gross floor area, landscaping, loading area, off-street parking, parking area, parking lot, parking aisle, parking space, **shared parking space**, **short-term parking space**, turnaround area and turning radius.”

C. Subsection (D) of Section 11-1.66.05 ("General provisions") of Article 66 ("Off-Street Parking, Storage and Loading") of Title XI of the Lomita Municipal Code is hereby amended to read as follows:

"(D) Parking spaces within a ~~mixed use complex~~ **commercial development** shall not be designated for the exclusive use of any individual tenant, **except as follows:**

(1) Any commercial development with parking spaces in excess of the required parking may designate excess parking spaces for the exclusive use of a tenant(s).

(2) A commercial development that does not have parking spaces in excess of the required parking and is located on a parcel with over fifty thousand (50,000) square feet of property area may designate up to seven-and-a-half (7.5) percent of the total number of approved parking spaces for the exclusive use of a tenant(s).

(3) A commercial development that does not have parking spaces in excess of the required parking and is located on a parcel with no more than fifty thousand (50,000) square feet of property area may designate up to of the five (5) percent of the total number of approved parking spaces for the exclusive use of a tenant(s).

D. Subsection (E) of Section 11-1.66.05 ("General provisions") of Article 66 ("Off-Street Parking, Storage and Loading") of Title XI of the Lomita Municipal Code is hereby amended to read as follows:

~~"(E) Neither patrons nor employees of an occupant of a building may be restricted from the use of any parking space (except handicapped) in a parking lot. However, employees should be encouraged to park in the least utilized portion of the parking lot.~~ **Commercial developments with at least thirty (30) parking spaces may designate up to five (5) percent of the available parking spaces for short-term parking but no more than 8 spaces. Short-term parking shall not exceed thirty (30) minutes. The property owner may limit the timeframe that the parking spaces are available only for short-term parking.**

E. Section 11-1.67.02 ("Definitions") of Article 67 ("Signs") of Title XI of the Lomita Municipal Code is amended to add the following:

"(2.4) Beacon sign shall mean a type of directional sign providing information or directions for motorists to onsite parking or loading."

"(8.5) Designated space sign shall mean a sign identifying a specific parking space for a particular business use."

“(26.5) Short-term parking sign shall mean a sign identifying a short-term parking space.”

F. Subsection (4)(c)(vi) of Section 11-1.67.04 (“Sign regulations for specific zones”) of Article 67 (“Signs”) of Title XI of the Lomita Municipal Code is hereby amended in its entirety to read as follows:

“(vi) Parking lot signs.

a. Entrance and exit signs, not to exceed five (5) square feet in area **per face.**

b. Designated parking space signs, one (1) permitted per designated space.

1. Sign maximum size: six (6) square feet, of which up to four (4) square feet is allowed for branding or logos per face, with a maximum height of six (6) feet above the parking lot surface.

2. If present, exposed concrete bases shall be covered with decorative stone, stucco, brick, tile, or a natural veneer that matches the building’s facade.

c. Beacon parking signs may be installed to facilitate traffic circulation associated with designated parking, provided such signs comply with the following requirements:

1. No more than two (2) signs shall be permitted per property.

2. Sign maximum size: two (2) feet by two (2) feet in plan, with a maximum height of twelve (12) feet above the parking lot surface.

3. Up to three (3) square feet per face is permitted for branding or logos.

4. If present, exposed concrete bases shall be covered with decorative stone, brick, tile, stucco, or a natural veneer that matches the building’s facade.

5. May be illuminated provided the luminance is stationary and no more than 0.3 foot-candles above ambient light conditions, or the level recommended by the Illuminating Engineering Society of North America (IESNA) for the specific size and location of the sign, whichever is less.

d. Short-term parking space signs may be installed to facilitate parking space turnover. The sign shall have:

1. A maximum size of eighteen (18) inches by eighteen (18) inches, with no more than a one (1) inch thickness.

2. The maximum time within which a particular vehicle may occupy a particular parking space and, if applicable, any designated timeframe.

e. All types of parking lot signs shall be installed outside of each parking space's required minimum dimensions."

Section 5.

If any section, subsection, subdivision, paragraph, sentence, clause or phrase of this ordinance or any part hereof is for any reason held to be invalid, such invalidity shall not affect the validity of the remaining portions of this ordinance or any part thereof. The City Council of the City of Lomita hereby declares that it would have passed each section, subsection, subdivision, paragraph, sentence, clause, or phrase hereof, irrespective of the fact that any one or more sections, subsections, subdivisions, paragraphs, sentences, clauses or phrases be declared invalid.

Section 6. Effective Date

This ordinance shall take effect thirty (30) days after the date of its passage; and prior to fifteen (15) days after its passage, the City Clerk shall cause a copy of this ordinance to be published in accordance with the provisions of the law. The City Clerk shall certify the adoption of this ordinance.

PASSED, APPROVED, AND ADOPTED this 21st day of April, 2023.

Barry Waite, Mayor

ATTEST:

Kathleen Horn Gregory, City Clerk

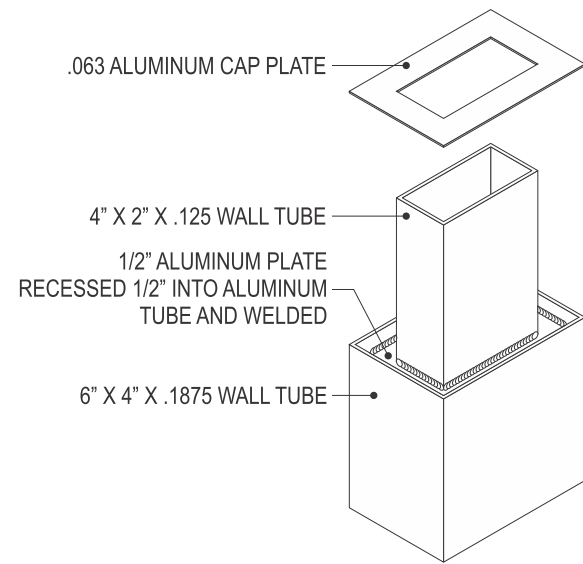
APPROVED AS TO FORM:

Trevor Rusin, City Attorney

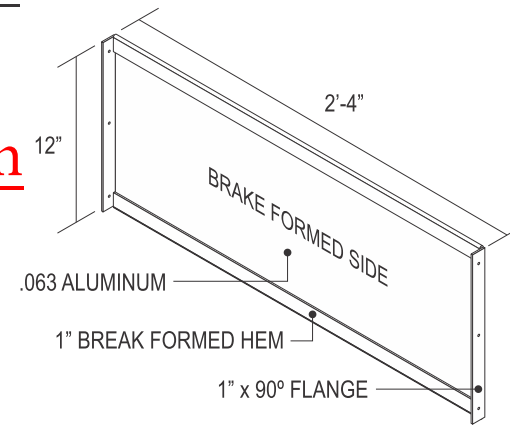
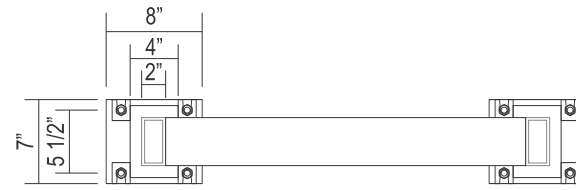
ATTACHMENT 2 PROPOSED SIGNS

Quantity: Twelve (12) Signs, single faced

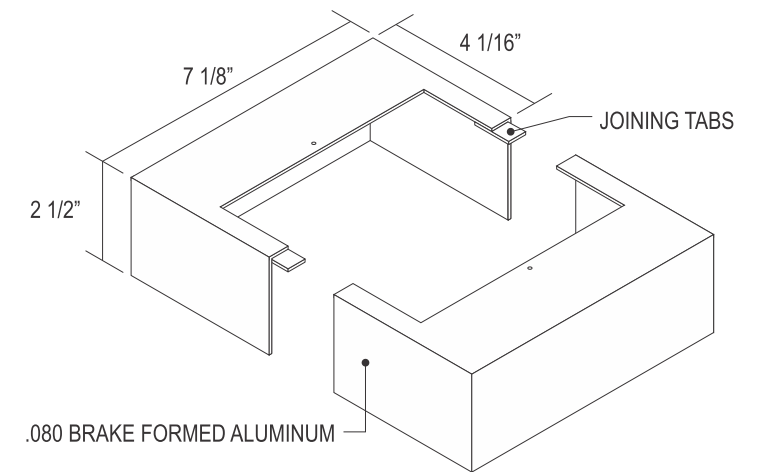
Example of a Designated Parking Space Sign



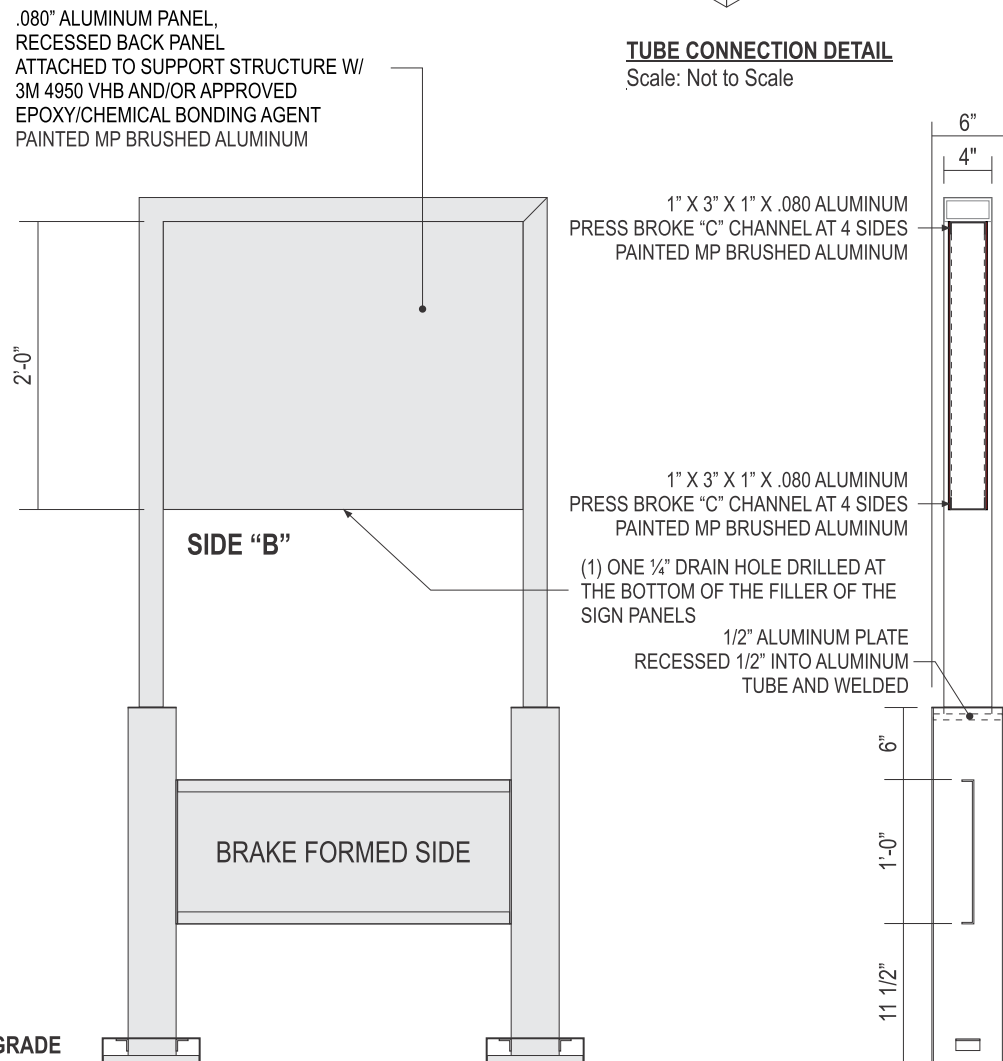
TUBE CONNECTION DETAIL
Scale: Not to Scale



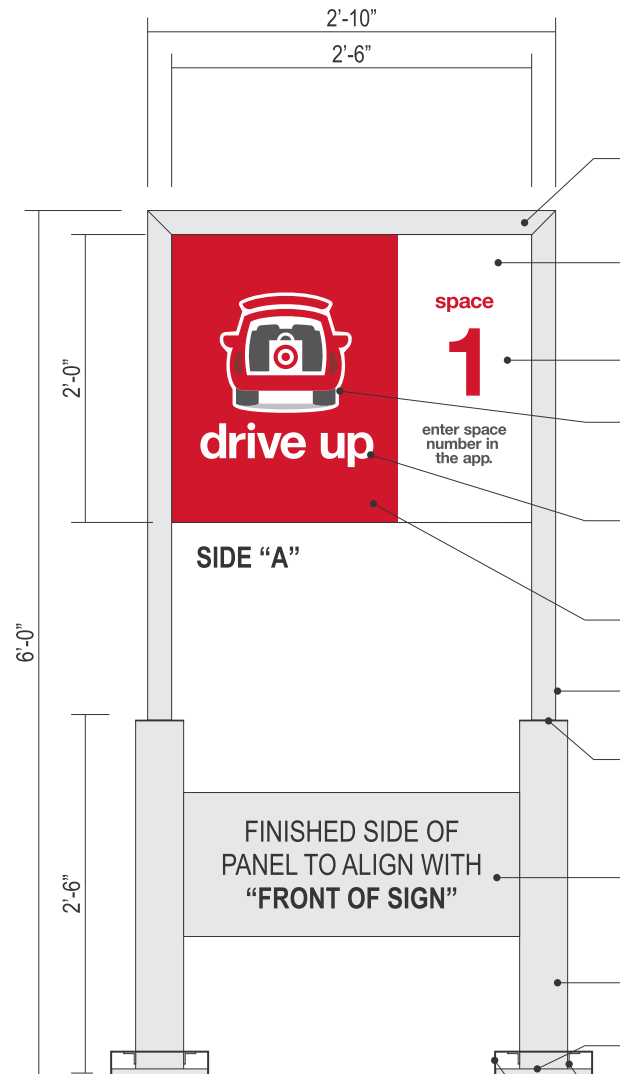
BRAKE FORMED ALUMINUM CROSS BAR
Scale: Not to Scale



TWO PART PLATE COVER
Scale: Not to Scale

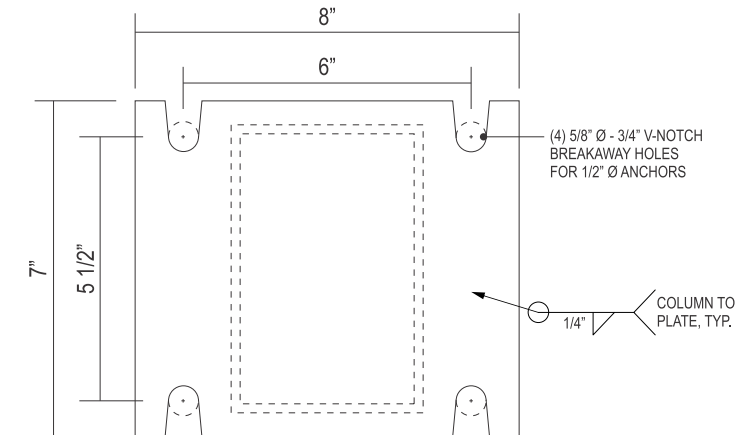


H NON-ILLUMINATED S/F POST AND PANEL DRIVE-UP
Scale: 3/4" = 1'-0"



NOTE: ALL SEAMS FULLY WELDED AND GROUND SMOOTH

- 4" X 2" X .125 WALL TUBE PAINTED MP BRUSHED ALUMINUM
- .080" PRE-FINISHED WHITE ALUMINUM PANEL, RECESSED FACE AND BACK PANEL ATTACHED TO SUPPORT STRUCTURE W/ 3M 4950 VHB AND/OR APPROVED EPOXY/CHEMICAL BONDING AGENT
- VINYL COPY APPLIED FIRST SURFACE 3M 7725-63 RED / 3M 7725-41 GRAY
- CAR GRAPHIC:** DIGITAL GRAPHIC APPLIED FIRST SURFACE OVER OPAQUE VINYL BACKGROUND SEMI-GLOSS OVERLAMINATE
- "drive up": VINYL GRAPHICS APPLIED FIRST SURFACE 3M 7725-10 WHITE
- VINYL BACKGROUND APPLIED FIRST SURFACE 3M 7725-63 RED
- 4" X 2" X .125 WALL TUBE PAINTED MP BRUSHED ALUMINUM
- .063 ALUMINUM CAP PLATE PAINTED MP BRUSHED ALUMINUM CHEMICALLY BONDED TO TOP OF TUBE
- 12" X .063 ALUMINUM BRAKE FORMED PANEL PANEL TO HAVE 1" HEM TOP AND BOTTOM 1" X 90° FLANGE AT LEFT AND RIGHT ENDS ATTACH WITH RIVETS 3 PER SIDE PAINTED MP BRUSHED ALUMINUM
- 6" X 4" X .1875 WALL TUBE PAINTED MP BRUSHED ALUMINUM
- 7" X 8" X .50 BASE PLATE SEE SHEET 4 FOR FOUNDATION DETAIL
- 1" X 1" X .125 X 2" LONG ALUMINUM ANGLE ON TWO SIDES OF UPRIGHT
- TWO PART .080 ALUMINUM PLATE COVER PAINTED MP BRUSHED ALUMINUM



- H BASE PLATE DETAIL**
Scale: 3" = 1'-0"
- PLATE:**
- 1/2" THICK 6061-T6 BASE PLATE
- ANCHORS:**
- HILTI ANCHOR ROD HAS-V-36 HDG 1/2" X 6-1/2" MC/160 #3693371 (OR EQUIVALENT GRADE 36 THREADED ROD W/ (2) NUTS – 1 NUT UNDER THE PLATE AND ONE ON TOP OF THE PLATE
 - HILTI ADHESIVE CAPSULE HVU2 1/2" X 4 1/4" #2234721

CAR LOGO COLORS

--	--	--	--

ADS
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- Signage + Fabrication
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- Lighting + Maintenance

Target Corp.
1000 Nicollet Mall
Minneapolis, MN 55403

Project:
Target Store #3451
2130 Pacific Coast Highway
Lomita, CA 90717



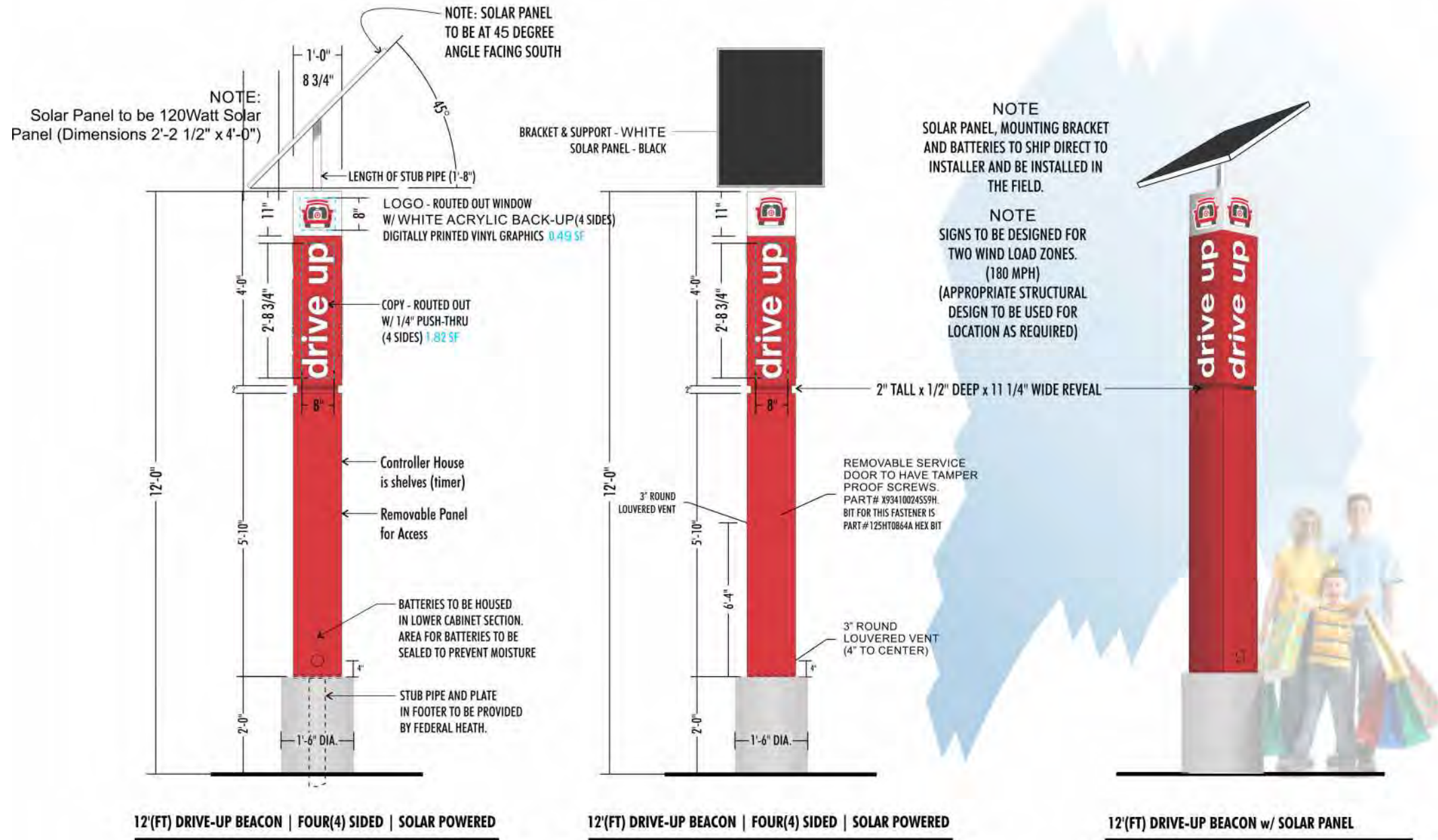
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Project No:	50429-R05(conc)	RB/TK/SH
Date:	2023-02-06	
Sign Type:	H: Parking stall ID	
Sheet No:	8.00	12 of 16

Quantity: Two (2) Signs, quadruple faced AD/S install only, fabrication by others

Example of a Beacon Sign

BEACON: 24VOLT SOLAR POWERED DRIVE UP BEACON



DESCRIPTION OF WORK

INSTALL BEACON SIGN AS SHOWN AND NOTED .125" ALUM SKIN & FRAME . COPY TO BE ROUT-OUT WITH 1/4" PUSH THRU. PUSH THRU IS 1/2" SHOULDER-CUT CLEAR ACRYLIC W/ FIRST SURFACE WHITE VINYL AND DIFFUSER 2ND SURFACE. TOP (LOGO) IS 7328 WHITE ACRYLIC VINYL GRAPHICS FIRST SURFACE. SERVICE DOORS AS REQUIRED. ALL FASTENERS TO BE COUNTER-SUNK SCREWS. FACES AND POLE COVER TO BE PAINTED RED (SEE CHART) WHITE LED ILLUMINATION WITH SOLAR PANELS. BATTERIES SELF CONTAINED AS NOTED.

MATERIAL FINISH COLORS			
Target Red II R139422 AKZO (FULL GLOSS)	AKZO 100% WHITE (FULL GLOSS)	7328 WHITE Acrylic	CLEAR Acrylic W/ DIFFUSER
Cabinets	Header/Supports	Logo Face	Push-Thru Copy
CAR LOGO COLORS			
Target Red PMS 186	DARK RED PMS 186	DARK GRAY PMS 425	LIGHT GRAY PMS 421

REQUIREMENTS FOR ELECTRICAL ILLUMINATION:

PRIMARY ELECTRICAL TO SIGN LOCATIONS TO BE PROVIDED BY OTHERS. A DEDICATED CIRCUIT WITH NO SHARED NEUTRALS AND A GROUND RETURNING TO THE PANEL IS REQUIRED FOR INSTALLATION.

NOTE: THIS PERTAINS TO THE SIGN'S INTERNAL WIRING ONLY, NOT THE PRIMARY WIRING. ALL TRANSFORMERS/DRIVERS/POWER SUPPLIES SHALL BE (GFI) GROUND FAULT-INTERRUPTED. ALL SIGNS HAVE:

- DEDICATED BRANCH CIRCUIT
- THREE WIRES - LINE, NEUTRAL, & GROUND
- WIRE SIZE - MINIMUM OF 12 GA. THHN COPPER WIRE

ALSO NOTE: GAUGE OF WIRE IS DETERMINED BY THE LENGTH OF RUN & AMPERAGE AS PER NEC ARTICLE 300.

- GROUND WIRE MUST BE CONTINUOUS AND GO FROM THE SIGN TO THE PANELBOARD GROUND BUS.
- VOLTAGE SHOULD READ NO MORE THAN 3 VOLTS BETWEEN GROUND AND NEUTRAL.
- CONDUIT CAN NOT BE USED AS GROUND PATH.
- POWER TO SIGN MUST BE DONE BY A LICENSED ELECTRICIAN OR ELECTRICAL CONTRACTOR.

- This sign is intended to be installed in accordance with the requirements of Article 600 of the National Electrical Code and/or other applicable local codes. This includes proper grounding and bonding of the sign.
- The location of the Disconnect Switch after installation shall comply with Article 600.6(A)(1) of the National Electrical Code.

E-Note #1: All requirements not in sign company's scope of work must be in place prior to installation.

E-Note #2: Electrical power shall be solar powered, (by others) and not in sign company's scope of work.

E-Note #3: Timers and/or photocells for signs to be furnished and installed by the customer's electrician, who should also ensure that the completed electrical system is code compliant.

ALL COMPONENTS TO BE APPROVED

ALL SIGNS TO BE LISTED

1 DRIVE UP BEACON
SCALE: 3/8" = 1' - 0"

J



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Corona, CA 92882
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- Signage + Fabrication
- Displays + Fixtures
- Lighting + Maintenance

Target Corp.
1000 Nicollet Mall
Minneapolis, MN 55403

Project:

Target Store #3451
2130 Pacific Coast Highway
Lomita, CA 90717



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Project No: 50429-R05(conc) RB/TK/SH

Date: 2023-02-06

Sign Type: J: Wayfinding (D/U Beacon)

Sheet No: 9.00

14 of 16

Example of a Short-Term Parking Space Sign



|

BRFI LOMITA, LLC
BRFI LOMITA II, LLC

Attachment 3

VIA ELECTRONIC MAIL

March 7, 2023

City of Lomita
City Hall Offices
24300 Narbonne Avenue
Lomita, CA 90717

City Council

Barry M. Waite – Mayor
William D. Uphoff – Mayor Pro-Tem
James Gazeley
Cindy Segawa
Mark. A Woronek

Planning Commission

Steve Cammarata
Monica Dever
Michael Graf
Joaquin Santos
Bob Steinbach
Brenda Stephens
Henry Sanchez Jr.

**Re: 2130 Pacific Coast Highway
Zoning Text Amendment requesting twelve (12) dedicated drive-up parking spaces for Target Corporation**

Dear City Council Members and Planning Commissioners:

We would like to thank you in advance for your time and consideration of our proposed zoning text amendment requesting twelve (12) dedicated drive-up parking stalls for curbside services for Target Corporation at 2130 Pacific Coast Highway.

The pandemic significantly accelerated consumer adoption of online shopping. The pandemic also highlighted the role of the physical stores fulfilling those online orders. The use of dedicated drive-up stalls for curbside delivery services became a staple during the pandemic. A majority of retailers from grocery and general merchandise down to quick serve restaurants enhanced and/or incorporated this service to better fulfill online orders while observing health and safety protocols. Consumers continue to utilize this fulfillment option today, value the convenience, and expect it to be an alternative going forward. It has also proved to be a viable fulfillment alternative for the retailer.

Curbside service is one channel of an omnichannel retail strategy that a majority of retailers are embracing today. This strategy provides more channels or ways for customer purchases, whether it is on mobile, web, or in stores, and more channels or ways to fulfill those purchases, whether it is in store, curbside, or delivery. Retailers have been deploying significant resources to enhance this strategy to provide a seamless shopping experience whether in store or online.

2130 Pacific Coast Highway

March 7, 2023

Page 2

Target began its curbside service on a pilot basis, branded “Drive-Up”, in 2017. The service was expanded in 2018, before beginning widespread rollout in Spring 2019. In 2022, Target started adding its in-store Starbucks cafes for drive-up ordering and currently have 250 locations providing that service. Target now is enabling customers to make drive-up product returns at its stores. The company plans to offer the service at all its nearly 2,000 U.S. stores by the end of summer 2023. Curbside service is a key component to Target’s omnichannel business plan going forward.

When the shopping center at 2130 Pacific Coast Highway was originally entitled in the late 1970s, no one could have imagined the evolution of retail forty years later, the impacts of digital (both web and mobile), logistics and acute events such as a pandemic. As retail continues to evolve and change, the centers retailers occupy also need to be nimble to adapt to the changing needs of the retailers and their customers. That ability to adapt and change will provide the best foundation to attract and maintain retailers and ensure its customers are benefitting from the full breadth of services offered by the retailer. Curbside service with dedicated drive-up parking spaces is one important example of the continuing evolution of retail and the changing needs of retailers and its customers at their physical locations.

Attached to this letter are two surveys prepared by The International Council of Shopping Centers and Big Red Rooster, a JLL Company, respectively. Both discuss the continued evolution of retail, the use of its physical real estate and customers’ experiences and expectations of retailers. Although both surveys are not specific to curbside services with dedicated drive-up parking spaces, both touch upon that specific use in the broader context of the retail landscape.

If you have any questions prior to our scheduled planning commission and city council meetings, please feel free to contact me at (310) 496-4140 or via electronic mail at adam@balboaretail.com or Megan Smith at (310) 496-4130 or via electronic mail at megan@balboaretail.com. Thank you again in advance for your consideration of this zoning text amendment.

Sincerely,

BRFI Lomita, LLC
BRFI Lomita II, LLC



Adam L. Miller
Vice President

CC: Laura MacMorran – Associate Planner, City of Lomita
Brianna Rindge – Community and Economic Development Director, City of Lomita
Megan Smith – Balboa Retail Advisors, LLC



The Impact of COVID-19 on the Evolving Use of Retail Real Estate

Introduction

American retailers and commercial real estate (CRE) companies express strong confidence that shoppers will visit stores in greater numbers in 2021 – a sign of resilience in an industry beset by the COVID-19 pandemic. After a year in which nearly every aspect of the store and shopping center experience has been modified to adhere to social distancing and other health precautions, retail executives and shopping center operators assert that the crisis is driving a wave of innovation that positions the industry to absorb future shocks.

To handle the sudden surge in click-and-collect shopping as cities locked down in 2020, parking lots became hubs for curbside pickup. As the economy reopened, stores reconfigured their layouts to keep shoppers and employees safe. While the industry looks ahead to the future, retailers and CRE firms say they'll make targeted investments in digital marketing and online storefronts to keep up with the convergence of online and physical retail.

Results from this survey of retail and CRE leaders illustrate how the adoption of technology, shifts in merchandising and operational strategies, and safety precautions put in place during the pandemic will evolve in 2021 and beyond. Our research affirms that an aggressive omnichannel approach anchored by a store network helped retailers manage through the pandemic. It also affirms that in order to remain relevant and keep customers coming back to stores and centers, retailers and center operators alike need to continue to innovate and give consumers a taste of the future.

Objective, Methodology and Respondent Profile

From October 29 to November 10, 2020, an ICSC survey conducted by OnResearch, a market and consumer insights firm, polled U.S. real estate industry leaders – comprising 277 executives retailer companies and 107 representatives from commercial real estate (CRE) companies. The survey examined the actions brick-and-mortar locations were taking in response to the COVID-19 pandemic; assessed how retailers and CRE companies had adopted or changed technology, merchandising, and logistics in response to COVID-19; and explored how these businesses planned to operate in the post-pandemic period.

The online survey employed a quota sample to ensure a minimum number of respondents across various sizes and regions. Survey respondents comprised senior director-level roles and above among retail respondents, and property manager-level roles and above in the CRE sector.

Survey participants included independent retailers with annual revenue under \$45 million (small retailers), retailers with revenue from \$45 million to \$3 billion (mid-sized retailers), and large chains with revenue over \$3 billion (large retailers). Among CRE companies, participants included firms with gross leasable area (GLA) under 6 million square feet (small CRE) and CRE companies with GLA over 6 million square feet (large CRE).

Section 1: Safety and Operations

Consumers and government officials have made safety a priority during the pandemic and retailers and CREs have responded. Some of the most visible changes to the shopping experience since early 2020 have occurred outside stores, as customers are being asked to stand in line or mask up. Though regulations vary widely by

location and retailer, implementing coronavirus-related precautions have become standard industry procedure. Twenty-eight states have some type of [OSHA-approved coronavirus plan](#) in place, emphasizing the magnitude of the crisis for workplaces such as retail outlets.

In our survey, the three most common safety precautions taken by both retailers and CRE companies included complimentary hand sanitizer, free masks, and temperature screening upon entering stores. Additionally, retailers implemented maximum capacity limits (36% of respondents), while CREs focused on sanitizing properties (40%).

Small CRE operators say they plan to continue focusing safety resources on social distancing among shoppers and employees, with 79% of respondents saying they will likely leave plexiglass barriers installed for the next 12 months. The smaller centers are planning shortened hours of operation, with 76% favoring truncated hours compared to just 53% of large CRE firms that reported limiting hours.

Our survey also revealed that independent retailers are using signage and crowd management measures

to a greater extent than their larger retail counterparts. For instance, while 58% of independent retailers say they intend to manage lines outside their storefronts in the coming year, just 35% of the large retailers intend to continue doing the same.



Store layouts allowing for social distancing will continue to predominate inside stores, though retailers of different sizes indicate they'll take different approaches to creating space between shoppers. Independent retailers were more than three times as likely as larger chains to say they plan to continue using one-way movement in stores (47% vs. 13%). By contrast, two-thirds of the largest retailers intend to stick with redesigned floorplans, compared to only 37% of smaller independent retailers. Take a trip to the national grocery chain or pharmacy in your area and you will likely see this already in play.

The safety precautions put in place to allow for safer trips to shopping centers have required new expenditures and created a host of new operational challenges. Among CRE respondents, for instance, 72% saw increases in their operational costs due to the implementation of new cleaning procedures, new signage and other protective measures. The same share of CRE firms said COVID-19 had compelled them to eliminate touchpoints, while half of these companies made changes so shoppers could drop in and complete their purchases quickly.

Many of these changes are in response to consumers becoming more purposeful with each trip in an effort to reduce dwell time and potential exposure to the virus. However, many may be here to stay. Over the course of the pandemic, ICSC has conducted a regular survey of 1,000 consumers gauging their sentiment on topics such as the economy, spending, and shopping and dining habits. Consistently, an overwhelming number (most recently 70%) indicated they would like to see the current safety protocols extended beyond the pandemic. Historically, cleaning equipment and crews remained behind the scenes, with clean up taking place when customers were gone for the day; but, today, many retailers and centers are putting cleaning efforts front and center to demonstrate that safety is a priority.

Continuing Safety Precautions Over the Next 12 Months



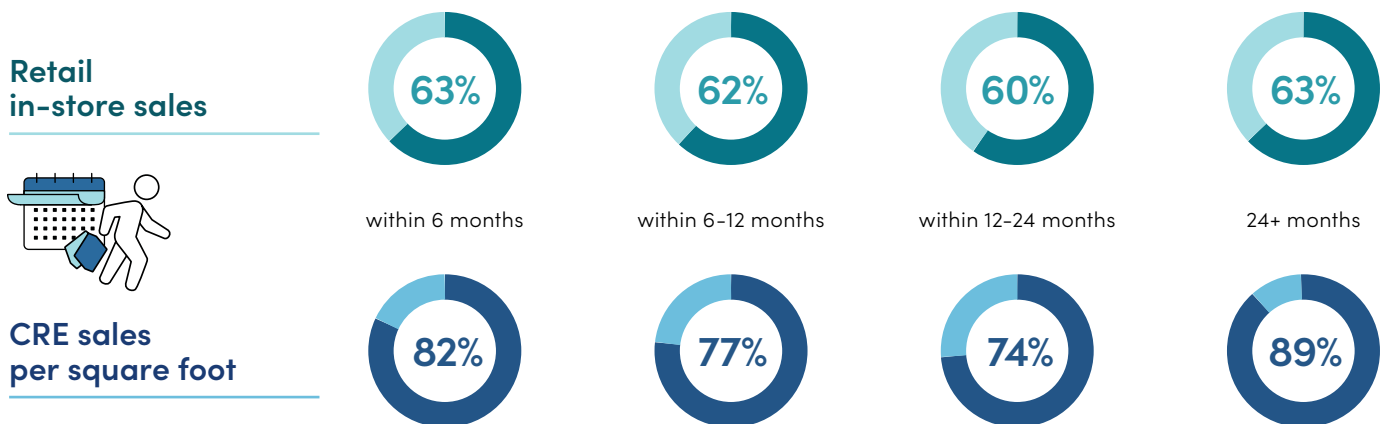
Section 2: Business Metrics – Resilience and Optimism

U.S. unemployment in 2020 hit a **high of 14.7%**, the highest rate in the history of the data. Visitors to retail real estate properties dipped from a high point in February – at the start of the crisis – to April when lockdowns were in full swing. Mandatory closures of nonessential businesses, as well as general safety concerns, kept many shoppers at home during the early days of the pandemic, and in certain areas of the country, throughout the year.

Survey respondents confirmed the drop, with many of the retailers reporting greater decreases than increases in daily visitors and in-store sales because of the crisis. Among CRE respondents, the picture is mixed: A larger share said sales per square foot were up compared to those that reported declines. While 42% of CRE operators saw increases in visitors, 43% said that shopping center visits were down because of COVID-19. These results are not surprising when factoring in the role of essential retailers, such as grocers and pharmacies, in the pandemic as well as basket-size increases due to less frequent consumer visits.

Even with the drop in visits, there remains optimism for the future. Shopping center operators anticipate that properties will deliver better results across several business metrics over the next 12 months. This forecast includes 77% of CRE firms that expect higher sales per square foot, compared to just 5% of CREs that anticipate sales figures to fall. Eight in ten CREs predict an increase in the number of shoppers per day, and three out of four CRE respondents predict longer dwell times by shoppers.

Expectations of Sales Metrics to Increase



Additionally, 60% of respondents said they anticipate foot traffic to return to pre-COVID levels at their shopping centers within 12 months of containment of the virus. About a quarter of respondents believe shoppers will return to pre-COVID levels even sooner – within six months. The positive outlook for the year ahead isn't limited to landlords. According to our recent 2021 Consumer Outlook Survey, more than half of consumers (54%) expect to resume pre-pandemic behaviors once it is safe to do so.

Retailers were equally optimistic about shoppers returning to their stores in the next 12 months. Across all sizes in the segment, 55% of respondents expected their in-store traffic to return within 12 months. In a less optimistic outlook than CRE firms, only 15% of retailers believe that the volume of shoppers will return to pre-COVID levels within six months. Bottom line, most of our survey respondents believe people are eager to get out of their houses; however, retailers are less optimistic than their CRE counterparts.

The Consumer Outlook Survey also found that 43% of respondents said that within a year they would resume visits to malls at the same pace as pre-COVID levels, and 42% said they would visit brick-and-mortar retailers on a regular basis again.

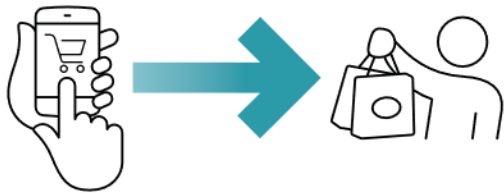
It is clear that even with fewer store visits in the future, retailers are counting on the trend of larger basket sizes to continue. Half of retailers anticipate that in-store revenue will account for more or significantly more of their total sales revenue in the coming year. Smaller independent retailers were less optimistic about the short-term future, however. Sixty-five percent of consumers indicated that, in 2021, they will try to make more purchases from small/local businesses, which could result in strong sales.

Section 3: Digital Strategy and Investments

There is little doubt that the pandemic has dramatically accelerated consumer adoption of online shopping, and for some retailers, it condensed years of operational and digital transformation planning into a matter of months. Many of the changes have been made to enhance the online shopping experience for consumers while

also allowing for sales to continue amidst mandated closures and ongoing safety concerns.

Expected Increases in Click and Collect Will Drive Retailer Actions Over the Next 12 Months



- 62%** # of online orders fulfilled at brick-and-mortar stores
- 61%** % of floor space for stocking/warehousing and distributing online orders
- 63%** % of parking lot space being used for online order fulfillment
- 61%** Staffing specifically to accommodate online order fulfillment
- 61%** Retail warehousing/stocking capacity

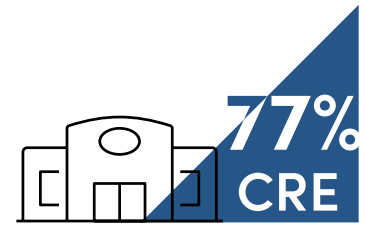
Meeting the increased demand in online ordering requires infrastructure – something 40% of retailers identified as being one of their greatest operational challenges during the pandemic. The outcome of those struggles is that 70% of all retailers are making investments in their digital storefronts a priority. Although consumers have come to expect, and demand, an online purchasing option, smaller brands report that physical stores still capture the majority of their sales. In fact, in-store sales comprise 56% of their overall revenue, whereas large retailers see the majority of revenue (57%) originate online.

Online order fulfillment wasn't only a solution to help get products into the hands of consumers, respondents specifically noted that it also elevated the importance of the relationship between stores and shopping centers and fulfilling online orders. Three in four respondents said the pandemic demonstrated the increasing role of shopping centers in fulfilling online orders, while the same share said

the crisis made them aware of the degree to which online orders could drive store success. Undoubtedly, this is a trend that will continue post-pandemic.

Another key area of focus is fulfillment – the process of acquiring, warehousing, and readying merchandise for pickup or delivery. Lockdowns in the early weeks of the pandemic spurred massive growth in online shopping – which surged more than 30% between the first and second quarters of 2020 – dramatically transforming

Online Order Fulfillment Will Be Essential to Ensuring Physical Stores Remain Financially Viable Post-COVID



fulfillment operations. For retailers this often meant pulling inventory from a store to fulfill click-and-collect orders from the 34% of consumers taking advantage of the option each month. The impact on CREs was dedicating space for consumers to pick up their purchases while observing health and safety protocols.

Our study found that two in three retailers (66%) across all sizes expanded the number of stores offering in-store fulfillment of online purchases in response to COVID-19. The smallest retailers made the biggest adjustments — 73% added click-and-collect options at stores — as rising demand for e-commerce hit Main Street and provided a lifeline to struggling businesses. In looking ahead, a third of retailers recognize that a primary draw to physical locations will continue to be the ability of consumers to make online purchases they can then pick up at the store.

Executing the logistical challenges of getting orders out of warehouses or stores and into the hands and personal vehicles of shoppers has spurred other changes as well. Pickup locations stretched beyond the store and into the parking lot where curbside pickup became a staple. In fact, three in four CRE firms reported using their parking lots to accommodate online order fulfillment and 56% said they are currently using at least half of their parking space for curbside pickup of online orders. The dedication of this space is unlikely to change in the future as consumers have not only come to expect this convenience, but 41% plan to continue using it post-pandemic.

As previously noted, nearly half (47%) of retailers have made technology and digital infrastructure investment their top priority since the onset of the pandemic. With those investments now underway, retailers of all sizes are looking to shift their focus to future marketing efforts.

More than half (56%) of retailers expect to prioritize digital over in-store investments as part of their marketing outlays in the year ahead. Among large retailers, 78% say their marketing campaigns will focus on their efforts to enhance the digital customer experience, as well as growing online sales, brand positioning and ensuring customers are aware of the health and safety protocols that have been implemented. While CRE firms are less focused on the online sales channel, their focus will also include health and safety measures as well as ways to help drive foot traffic to pre-pandemic levels.

Conclusion

As the cases of COVID-19 have risen and fallen across the country so too has the percentage of people who are comfortable following their typical daily routines. In our October 2020 consumer survey, 46% of respondents said they were engaging in a “normal” level of outside-of-home activity. That percentage is sure to rise as the virus subsides and consumers feel safe spending more time away from home. The extraordinary challenges that retailers and CRE companies have faced throughout the pandemic have placed tremendous strain on the teams that keep stores, shopping centers, and e-commerce operations running. We are wholeheartedly appreciative of the commitments to customer and employee safety as the emergency around the pandemic evolves.

The public should feel assured, whether they choose small, independent retailers or do their shopping at larger centers, that the efforts to keep people safe are being implemented in accordance with the most accurate public health guidance — from displaying signage promoting good safety practices and creating one-way movement through stores to designing floorplans to allow for social distancing

The pandemic has accelerated the adoption of industry trends such as click-and-collect shopping, that were already underway before the crisis. Now, there’s even greater integration between digital and physical channels and more investment in infrastructure and operations that offer greater flexibility and convenience to the customer. Our survey demonstrates that stores will continue to account for growth and remain essential to the shopping experience; however, that experience will likely look and feel quite different.

The long-term strength of the CRE industry is critical to communities across the country. Retailers have demonstrated throughout this crisis that they are capable of meeting demand, both online and in person. We are excited to see how the industry will continue to change and innovate during these challenging times.

ICSC is the preeminent membership organization serving retail and real estate professionals. Our members believe ICSC's unparalleled programs and services are the most efficient and effective way to develop relationships, facilitate transactions, share insights and shape public policy and perception.



POV:

A New Era of Expectations

How Consumer Experiences Are
Being Redefined Across Sectors



Insights & Implications

In the last few years, foodservice brands have evolved at a pace not seen before 2020 — making advances weekly, even daily, as the pandemic almost crippled the industry. When the old formula of walking up to a counter and ordering a meal became impossible, quick-service restaurants found new methods of getting food to their customers quickly and conveniently. At first, it was partnerships with third-party delivery apps, then it was the adoption of curbside pick-up, and now it's innovative two-story restaurants that deliver food from the sky.

A period of continuous, unprecedented change has brought with it unparalleled opportunities to innovate, and foodservice brands have stepped up while other sectors have failed to evolve. Ultra-fast fulfillment and frictionless convenience have raised the experience bar, and it's time for retailers to listen up.

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- A consumer need for speed
- A culture of convenience
- Raising the bar for retail

A return to retail... but why?

Thirty-eight percent (38%) of consumers say they have had more desire to go to specialty retailers this year than they have in years past — “specialty retail” being stores that sell a relatively narrow category of goods: apparel, footwear, beauty, sporting goods, home décor, or home improvement among others. This percentage is driven up, in large part, by Gen Z and Millennials — 48% of whom say their desire to visit specialty retailers has been up so far in 2022.

And consumers are putting their money where their mouths are. According to store traffic analysis from Placer.ai, monthly visits to apparel stores across the US increased almost 19% — some 36 million more visits — between December 2020 and December 2021, exceeding even pre-pandemic levels seen in the same period in 2019.

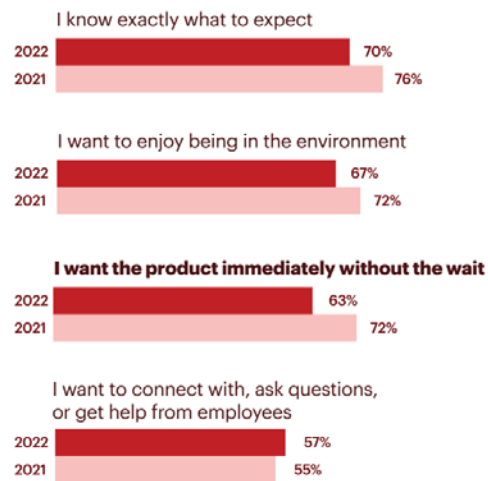
Increase in foot traffic at apparel stores
 Year-over-year, December 2020 – December 2021
 Source: Placer.io



Big Red Rooster research conducted at the same time in 2021 confirmed a longstanding truth: instant gratification is one of the top reasons consumers choose to go to brick-and-mortar stores. But as buy online / pick up in-store (BOPIS), curbside pick-up, and owned or third-party delivery have continued to increase in popularity, this percentage has plummeted. What had been

74% of consumers is now just 63% who say getting their products immediately is a key driver to the brick-and-mortar store.

Reasons for visiting stores or restaurants
 Somewhat / Strongly Agree %, n=1,007



Likely, this data is indicative of the forced realization that consumers can get most of their needs met near-instantly online (and it’s no longer just Amazon capable of same-day delivery.) If this trend continues its decline and instant gratification is no longer a differentiator driving consumers to brick-and-mortar, retailers are left to compete on the dimensions of experience and service alone.

But, since over half of consumers are visiting brick-and-mortar stores for instant gratification today, that trip driver is still extremely important... and the need for retailers to invest in meeting that desire expeditiously and conveniently is critical. Speed has always been a hallmark of quick serve / fast-food experiences, and they are the ones setting new benchmarks for what’s possible in the physical space. It is here that retailers should set their sights.

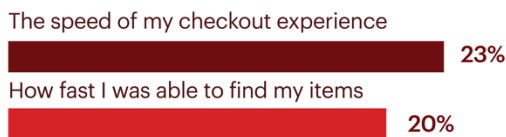
65%
 “My last trip to a fast-food restaurant met my expectations around speed and convenience”

A consumer need for speed

Patience used to be a virtue. But as the foodservice industry continues to accelerate its innovation around speed, shortening the time between consumers’ cravings and order fulfillment, patience is at a premium. Fast-food brands like Chick-fil-A have upped the ante on what’s possible across other brick-and-mortar experiences, and it shows in consumers’ satisfaction with stores. Only 20% say they are extremely satisfied with how fast they were able to find items on their last specialty retail trip, and only 23% are extremely satisfied with the speed of their last checkout. In fact, almost half of consumers overtly state they wish retail was as fast as fast food.

Satisfaction with last retail trip

Extremely Satisfied %, n=1,007



Satisfaction with last fast-food trip

Extremely Satisfied %, Top Box, n=1,007



47%

“I wish visiting a specialty retail store was as fast as visiting a fast-food restaurant”

Perhaps being fast comes with the territory, but the expectation around speed is not exclusive to fast food. On a scale from 0 to 6, where 0 is “I want to be in and out as fast as possible” and 6 is “I am okay to wait / stay awhile”, consumers have similar expectations around certain sectors of retail. They want

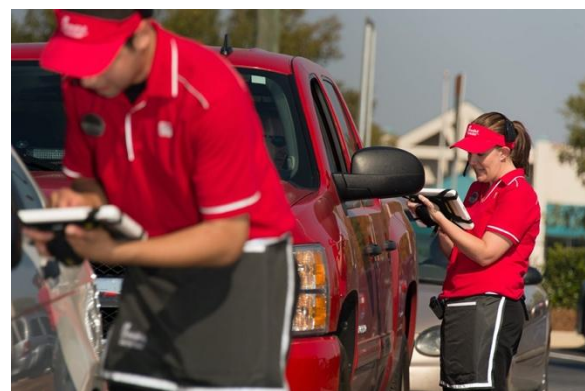
replenishment categories such as drug stores, grocery stores, and beauty stores to offer a quick in-and-out shopping experience. They are okay to sacrifice speed and take their time in other leisure categories such as home décor, apparel, and footwear.

Expectations around speed

Mean Speed Rating, n=1,007



Chick-fil-A is a fast-food gold standard in the way of speed. 29% say the brand exceeded their expectations around speed on their last trip — more than any other brand tested and the highest possible measure (Top Box). Only 12% of Kroger shoppers and 12% of Sephora shoppers, two categories in which consumers expect the utmost in speed, said the same.



Most Chick-fil-A locations serve well over 100 cars in the drive-thru during peak hours. But through what the brand calls its “face-to-face ordering” system, cars move through twice as fast as a traditional drive-thru speaker box.

A culture of convenience

A new breed of consumer has emerged for whom convenience, as they say, is king. But this is not the same “convenience” they would’ve described 3 years ago, when a convenient store might’ve been one in close proximity with flexible hours. Convenience culture today is one of easy, seamless experiences that require consumers to barely lift a finger — unless they want to.

Expectations around convenience

Mean Convenience Rating, n=1,007



Like their expectations around speed, certain replenishment categories such as drug and beauty are expected to offer the utmost in convenience and ease. On a scale of 0 to 6, where 0 is “I basically want this experience to come to me” and 6 is “I am okay going out of my way for it”, these sectors sit nearest our fast-food benchmark. Leisure shopping categories — home décor, apparel, and footwear, for example — are on the opposite end of this convenience spectrum.

A huge component of convenience today, beyond the ease of shopping in-store, is the option for seamless order fulfillment.

Though there is opportunity to improve these in foodservice too, satisfaction is slightly higher with the pick-up and delivery of food.

Satisfaction with last retail trip

Extremely Satisfied %, n=1,007



Satisfaction with last fast-food trip

Extremely Satisfied %, n=1,007



When asked about their last trip to retail, only half feel it delivered on their expectations around convenience. On the other hand, nearly 7 out of 10 say the same about fast food. Retailers need to be mindful of this 20-point difference in ratings and invest in ways to close the gap.

50%

“My last trip to a specialty retail store was convenient for me”

As we design next-gen pick-up and delivery experiences for retail, best-in-class fast-food experiences can serve up inspiration. Ideas like pre-populated fitting rooms based on consumers’ online carts or secure, 24-hour pick-up lockers could be the answer for some.

And at the end of the day, in addition to optimizing pick-up and delivery, retailers should consider updates to their in-store wayfinding and communications with solutions such as mobile content designed for in-store browsing and selection. Anything that makes shopping easy and seamless.

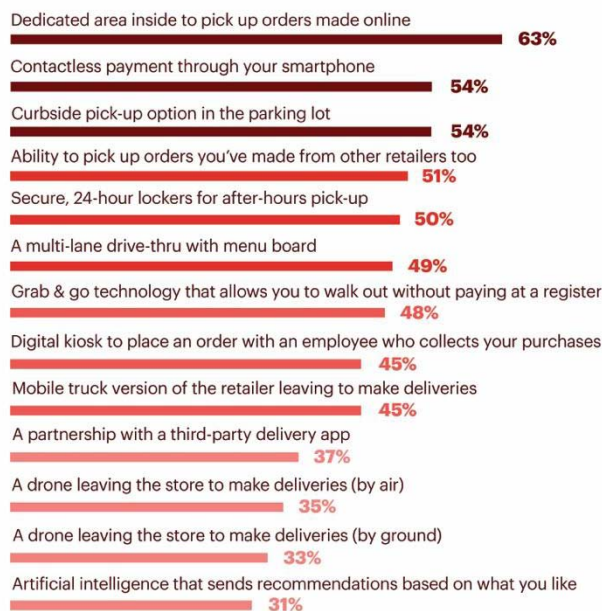
Raising the bar for retail

A relatively short period of concentrated innovation, led by brands in foodservice across the world, has permanently altered consumer expectations. And it's time for specialty retailers to take note — or risk further falling behind as leaders in experience design. As we conceive of what's next for specialty retail, in both experience design and format strategies, we should consider ideas that have been championed and popularized by QSRs. Consumers are especially open to ideas that relieve pain points around the browsing, purchasing, and pick-up phases of the journey.

Despite the current speed and convenience gap between retail and fast food, there are some retailers out there creating environments that meet these expectations. Others, of course, are making the strategic choice to compete on service and/or experience.

Openness to fast-food solutions at retail

Level of Agreement, Top 2 Box, n=1,007



French supermarket Carrefour has opened Flash 10/10 in Paris – its first frictionless grocery store, enabling app-free, contactless shopping at speed. Enabled by 60 ceiling-mounted cameras and shelves with 2,000 built-in scales, Flash 10/10 is named for the 10 seconds it takes to shop there and the additional 10 to pay at a kiosk without pre-registration or an accompanying app.



Created for lockdown but continuing as an ongoing initiative, Louis Vuitton's mobile boutique, LV By Appointment, resembles a sleekly updated Hollywood movie star's airstream trailer. Housing personalized products based on past purchases and preferences, existing customers can book appointments by contacting local, Louis Vuitton-carrying boutiques.



Amazon Style, Amazon's first-ever physical store for men's and women's apparel, shoes, and accessories, enables discovery through a personalized and convenient shopping experience using advanced technology. Customers can scan items using an app and have them sent directly to the fitting room or counter for purchase.

POV: A New Era of Expectations

About this study

Big Red Rooster conducted this online study in partnership with ENGINE Insights between May 11-13, 2022. It consisted of an omnibus CARAVAN® survey with 1,007 demographically representative U.S. adults ages 18 and older.

Contact Information

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Community Development Department
Planning Division
24300 Narbonne Avenue
Lomita, CA 90717
310/325-7110
FAX 310/325-4024

NOTICE OF EXEMPTION

Project Title: Zone Text Amendment No. 2023-02

Project Description: A request to amend Title XI Chapter 1 Sections 11-1.15(D) and 11-1.15(S) (Definitions), Section 11-1.66.05 to modify off-street parking regulations and to amend Article 67 to modify sign regulations, which would allow for designated commercial parking spaces and short-term commercial parking spaces and related signage. Filed by BRFI LOMITA II, LLC, 11611 San Vicente Boulevard, Suite 900, Los Angeles, CA 90049 (Applicant)

Finding:

The City Council of the City of Lomita has reviewed the above proposed project and found it to be exempt from the provisions of the California Environmental Quality Act (CEQA).

- Ministerial Project
- Categorical Exemption
- Statutory Exemption
- Emergency Project
- Quick Disapproval [CEQA Guidelines, Section 15270]
- No Possibility of Significant Effect [CEQA Guidelines, Section 15061(b)(3)]

Supporting Reasons: The zoning text amendment would allow only minor physical changes in the form of new small identification and informational signs. In accordance with Section 15061(b)(3) the adoption of this Ordinance is exempt from CEQA because it can be seen with certainty that there is no possibility that the activity in question may have a significant effect on the environment.

(Date)

Laura MacMorran
Associate Planner