

November 12, 2003

Honorable Chairman and Members of the
Hermosa Beach Planning Commission

Regular Meeting of
November 18, 2003

SUBJECT: MIXED USE DEVELOPMENT IN THE C-3 AND SPA ZONES ALONG
AVIATION BOULEVARD AND/OR PACIFIC COAST HIGHWAY

Recommendation

To direct staff to schedule a public hearing for consideration of the following:

- A General Plan Amendment to include mixed-use projects and to specify residential densities in the land use classifications of General Commercial and Commercial Corridor located along Aviation Boulevard and Pacific Coast Highway.
- Text amendment to allow mixed-use projects in the C-3, SPA-7 and SPA-8 zones with a conditional use permit, and consideration of development standards for mixed-use projects.

Background

At the meeting September 16, 2003 the Planning Commission recommended approval of a text amendment to adopt standards for mixed-use development in the C-1 zone that was an established permitted use. Based on discussion at the meetings of March 19, 2002, April 16, 2002 and July 16, 2002, the Planning Commission has also indicated interest in expanding opportunities for mixed use in other commercial districts in the City commencing with Aviation Boulevard.

Commercial areas along Aviation Boulevard are designated as General Commercial on the General Plan and Zoned C-3. The land use designation of General Commercial is described as *“The broadest and most intense category of use; examples of such uses would be auto and truck related uses, lumber yard, equipment rental.”*

Pacific Coast Highway designations include both Commercial Corridor and General Commercial. The Commercial Corridor land use designation is described as follows: *“The purpose of this land use category is to clearly define the limits of the depth of commercial development along P.C.H. and prohibit the development of new residential uses within the area with exceptions for vacant property not fronting on P.C.H. Existing residential uses within the corridor are expressly allowed and can be improved, expanded and rebuilt to the same density, however the transition of these uses to commercial is highly desirable. This category allows various types of commercial land uses including retail, service, and office uses. Automotive related commercial uses would be allowed by conditional use permit only. To ensure that commercial development will be compatible with existing nearby residential uses standards for building height, parking and access setbacks, and landscaping will be implemented through Specific Plan Area designations.”*

Analysis

The development of mixed-use projects along Pacific Coast Highway and Aviation Boulevard brings up similar issues as previously discussed for projects in the C-1 zone. However, opportunities will also be available to develop larger projects with greater potential conflict between commercial and residential uses. For these larger mixed-use projects the total overall density of the residential uses and compatibility

with existing residential neighborhoods will be a critical issue, especially for properties located adjacent to single-family areas. The allowed commercial uses in the C-3 zoned areas are also more intense (e.g. motor vehicle sales and repair businesses) bringing up concerns about compatibility with adjacent commercial uses.

In drafting these additional standards for mixed use in these areas staff is seeking direction from the Commission on whether to apply the same development standards (density, lot coverage, setback, parking, etc.) adopted for the C-1 zone, or maybe consideration of some modifications to address density/intensity standards and compatibility issues. For example, the adjacent residential densities along Aviation Boulevard are R-1. Should mixed-use projects be permitted at R-3 densities and building heights?

The Commission should also confirm whether it's their intent to limit the scope of these amendments to Aviation Boulevard as a pilot program to assess the affect of the General Plan and Zoning text changes. The proposed change would then involve the creation of a mixed-use overlay zone applicable to the Aviation commercial corridor only, in which mixed-use development would be added as a conditionally permitted use.

CONCUR:

Ken Robertson
Senior Planner

Sol Blumenfeld, Director
Community Development Department

Attachments

1. Current Land Use Categories in the General Plan
2. Mixed-Use Standards for the C-1 zone

PLANNING COMMISSION RECOMMENDED C-1 MIXED-USE STANDARDS

17.40.170 Mixed-Use Development (C-1 Zone).

For residential uses allowed in the C-1 Zone as part of a mixed-use development, the following conditions and standards of development, in addition to any other deemed necessary or appropriate to ensure compatibility with existing or permitted uses in the vicinity, shall be required:

1. The residential portion of a mixed-use development shall be subject to the development standards of the R-3 zone as set forth in Chapter 17.16 with the exception of the following:
 - a. If the residential portion of a mixed-use development is a condominium development, then the development shall be subject to the condominium development standards as set forth in Chapter 17.22.
 - b. Front setbacks shall be a minimum of five feet.
 - c. The front setback area may be used for required open space if the area is a deck above the commercial level and otherwise complies with the open space requirements of the R-3 zone.
 - d. No lot coverage maximum shall be applied.
 - e. One 36" box tree per dwelling unit shall be placed as a street tree to the satisfaction of the Public Works Director.

2. In addition to the requirements of the commercial zone, the following standards shall apply to the mixed-use development.
 - a. The ground floor shall be primarily commercial with a minimum average depth of 30-feet, and living and sleeping areas of residential units shall be located above the ground floor.
 - b. Residential use is limited to 25% of the first floor area for the purposes of providing entry-exit areas or lobbies, stairs and corridors, and shall not include primary living areas or sleeping rooms.
 - c. Building frontage shall be used for commercial purposes with the exception of entry-exit corridors and stairs for accessing the residential units and/or for driveways to access parking.

3. Standards for noise, security, lighting:
 - a. Noise: Residential uses shall be separate from commercial uses by sound proofed floors and walls with minimum sound transmission rating as required for condominiums as set forth in Chapter 17.22. Commercial uses hours of operation shall be limited where appropriate so that residents are not exposed to offensive noise or activity.
 - b. Security: Separate and secured entrances for residences directly accessible to sidewalk and parking areas.

- c. Lighting: Outdoor lighting and lighting for signs associated with commercial uses designed so as not to adversely impact residences. No flashing, blinking or high intensity lighting. Adequate lighting to illuminate parking areas and corridors to access parking and public sidewalk. Lighting for signs may only be illuminated during business hours.
4. Signs. Signs shall be limited to the commercial building frontage pursuant to the requirements of Chapter 17.50.
5. Limitation on allowed Commercial Uses. Permitted commercial uses within a mixed use development shall be as permitted in the underlying commercial zone with the following exceptions which shall not be permitted:
- a. Drive-through facilities
 - b. Pet stores and animal hospitals
 - c. Motor vehicle and equipment sales and service
 - d. Adult businesses
 - e. Game arcades
 - f. Hotels/Motels
 - g. Restaurants and bars
 - h. Laundry and dry-cleaning businesses
 - i. Parking lots and/or structures
6. Limitations on hours of operation. The hours of operation for any commercial use shall be limited to 8 a.m. to 10 p.m.