


**CITY OF MANHATTAN BEACH
COMMUNITY DEVELOPMENT DEPARTMENT**

TO: Planning Commission

THROUGH: Richard Thompson, Director of Community Development 

FROM: Daniel A. Moreno, Associate Planner 

DATE: January 23, 2008

SUBJECT: Consideration of a Use Permit to Allow a New 18,000 Square Foot Education Building Replacing 16,000 Square Feet of Existing Education Buildings and a Variance to Allow Relief from Maximum Allowable Building Height, for an Existing Religious Facility Located at 1243 Artesia Boulevard (Journey of Faith)

RECOMMENDATION

Staff recommends that the Planning Commission **CONDUCT** the public hearing, and **APPROVE** the subject request.

APPLICANT/OWNER'S REPRESENTATIVE

Onyx Architects
16 North Marengo
Pasadena, California

BACKGROUND

City records show an existing religious assembly use that has been in operation since 1954. The subject site has received two prior discretionary approval including: 1) a Use Permit approval granted in 1997 to allow a 22,400 square foot building expansion which includes a lobby, tower, service spaces, pre-school and fellowship hall, and a Variance which allowed relief from parking, front yard setback and fence requirements, and 2) in 2004 a Variance approval was granted for a proposed 200 square foot building addition at the church entry that would encroach into the 20-foot front yard setback area. Additionally a sign exception was approved to allow a non-permitted pole sign in the front setback area.

An application for a Use Permit has been filed to allow a three level 18,000 square foot education building that would replace 16,000 square feet of existing education buildings and a Variance to allow relief from maximum allowable building height for the elevator shaft and HVAC units to exceed the maximum height limit by approximately 3-feet.

The subject site is zoned both Residential Single Family (RS)/Residential High Density (RH) and contains several one and two story buildings. However, per MBMC Section 10.12.020 (D), facilities on sites of two (2) acres or more are subject to the (PS) Public

and Semi-Public regulations. The subject site contains approximately 145,077 square feet of lot area or 3.33 acres.

The issues relevant for consideration of the subject Use Permit and Variance applications include: parking requirements and building height.

PROJECT OVERVIEW

LOCATION

Location: 1243 Artesia Boulevard, located between Meadows Avenue and Prospect Avenue on the north side of Artesia Boulevard (see site location map, Exhibit B)

Legal Description: Lots 1, 2, 3 and 4, Block 4, Amended Map of Seaside Park

Area District: I (Artesia Boulevard)

General Plan Designation: Low Density Residential/High Density Residential

Zoning: RS, Residential Single Family (rear 220')
RH, Residential High Density (front 220')

<u>Land Use:</u>	<u>Existing</u> religious assembly/ education	<u>Proposed</u> no change
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<u>Neighboring Land Uses:</u> North, across Tennyson St. East, across Meadows Ave. South, Artesia Blvd. West, across Prospect Ave.	(RS) Residential Single Family (PS) Public and Semi-Public (Mira Costa High School) City of Hermosa Beach (CG) General Commercial (7/11 Store, Artesia Cleaners, Amigos Restaurant)
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PROJECT DETAIL

<u>Property Size:</u>	<u>Existing/Allowed</u>	<u>Proposed</u>
RH Zone	145,077 sq. ft.	no change
RS Zone	72,600 sq. ft.	no change
	72,477 sq. ft.	no change
<u>Building Floor Area:</u>	47,194 sq. ft.	18,000 sq. ft.
<u>RH Zone</u>	(allowed 132,819 .9 + 2250)	74,354 (sq. ft. total)

	<u>Existing/Allowed</u>	<u>Proposed</u>
<u>Building Height:</u>	191.04	191.17/194.17
<u>Parking:</u>	145 spaces	181
<u>Vehicle Access:</u>	Meadows Avenue, Prospect Avenue, Tennyson Street	no change (2-existing) no change (1-existing) one existing/one new

ENVIRONMENTAL DETERMINATION

The proposed project is Categorically Exempt from the provisions of the California Environmental Quality Act (CEQA) pursuant to Section 15302 (Class 2) as a replacement of existing structures.

DISCUSSION

The submitted plans show a proposal for a new three level 18,000 square foot education building located adjacent to the existing southerly parking area and Building "A" (see Site Plan – Sheet A0.3). The three level building includes classroom areas, bathrooms, storage area, and office and check-in areas.

On the applicant's project description (Exhibit C) it states that the proposed education building would provide new site work including a re-designed parking and landscape areas to create a more attractive campus. The work would also include the demolition of three (3) existing buildings (approximately 16,000 square feet) to accommodate the new improvement. The proposed building uses would be the same as the existing and supports and augments the main church services which occur on Sundays and the primary education uses which occurs during the week.

Building Height

As mentioned above a Variance application has been filed seeking relief from the maximum allowable building height for mechanical equipment and an elevator shaft that would exceed the building height by approximately 3-feet.

The proposed structure will appear as a two level building from the north and west elevations and as a three level building from the east and south elevations (see Elevation Plans, Sheets A2.1 and A2.2). The proposed building is designed with a flat roof line and per MBMC Section 10.28.030 L-20 (3), no portion of any building on this site shall exceed a height of 30-feet as measured from the average of the finished ground level at the center of all walls.

Because the building height is measured from the average of the finished ground level grades at the center of all walls, the average elevation would be at a 161.04' elevation. Therefore, with the average elevation of 161.04 plus 30 feet of height limit, the proposed building is limited to a 191.04' height elevation. The submitted elevation plans show that the proposed building will be designed at the maximum allowable building height; however the mechanical equipment and elevator shaft would exceed the height limit

which requires a Variance approval. The applicant has indicated that these building heights are needed to accommodate the proposed being design.

Both proposed building roof mechanical and elevator equipment would be housed in an enclosure that would exceed the allowable building height by approximately 3-feet. They believe that based on the location, the attached line of sight diagram (Sheet A2.4) shows minimal visual impact from the ground and will naturally screen the equipment.

Variance Findings

Variations are intended to resolve practical difficulties or unnecessary physical hardships that may result from the size, shape, or dimensions of a site or the location of existing structures thereon; from geographic, topographic, or physical conditions on the site or in the immediate vicinity. Per MBMC Section 10.84.060 (B), in order to approve a Variance application, the Planning Commission must make the following findings:

1. Because of special circumstances or conditions applicable to the subject property, including narrowness and hollowness or shape, exceptional topography, or the extraordinary or exceptional situations or conditions, strict application of the requirements of this title would result in peculiar and exceptional difficulties to, or exceptional and/or undue hardships upon, the owner of the property.
2. The relief may be granted without substantial detriment to the public good; without substantial impairment of affected natural resources; and not be detrimental or injurious to property or improvements in the vicinity of the development site, or to the public health, safety or general welfare.
3. Granting the application is consistent with the purposes of this title and will not constitute granting of a special privilege inconsistent with limitations on other properties in the vicinity and in the same zoning district and area district.

The applicant has submitted materials in support of the application (narrative, Exhibit C) and suggests the following findings in support of the project.

1. The subject site is considered a "large" site and the proposed building as a whole conforms to the height limits of the zone. The proposed elevator shaft and mechanical equipment would have minimal visual impact from the ground.
2. On most of the perimeter of the subject project footprint, only two floors will be exposed, particularly on the north and west elevations which will have less visual impacts to the surrounding neighborhood.
3. The proposed building enables the church to utilize the proposed building area in a way that conserves land area and makes use of the site's natural topography which is a benefit to the surrounding neighborhood by providing additional landscaping area.
4. The proposed building will not be taller than the highest existing buildings on the site, and would respect the visual intent of the code by appearing to be a building of 30-feet high or less.

Parking

At the request of City Staff, the applicant commissioned a parking study report for the proposed expansion. This report prepared by Walker Parking Consultants (attached, Exhibit D, dated 10/30/07), indicates that based on the existing/proposed uses 181 on-site parking spaces would be provided. The Site Plan (Sheet A0.1) shows 47 existing parking spaces at the northwest portion of the lot adjacent to Prospect Avenue; 110 parking spaces on the easterly portion of the lot adjacent to Meadows Avenue; and 24 proposed parking spaces on the northerly side of the proposed building adjacent to Tennyson Street.

The existing and future parking demand was calculated using standardized rates for various on-site uses. The calculated future parking demand would be 193 spaces during the Sunday peak period.

In a memo from City Traffic Engineer, Erik Zandvliet (attached, Exhibit E), he has reviewed the Parking Needs Analysis Report and found the report to be satisfactory. The study found that no significant adverse traffic impacts are expected due to the project. The analysis relies on a 1997 City approval for a reduced parking requirement and makes calculated assumptions about an increase in on-site parking demand based on additional building square footage and programs. The revised study has eliminated any reliance on street parking to meet the Sunday peak period. The Parking Needs Analysis recommends the excess parking demand of 12 spaces be satisfied by continuation of an open agreement with Mira Costa High School for the use of their parking lot on Artesia Boulevard.

Since the assumption used in the Parking Needs Analysis reduces the parking demand below City codes, the City Traffic Engineer recommends that the following conditions of approval shall be included to prevent overflow parking demand:

1. A Sunday Parking Management Plan shall be submitted for approval by the City Traffic Engineer prior to occupancy. This plan shall consist, at a minimum, of unrestricted parking of all on-site spaces on Sundays, off-site parking agreements(s), time-limit parking restrictions if appropriate, designated areas for employees, staff and visitors on weekends, valet and/or passenger loading areas for off-site parking lots, Lot Full signs and parking lot occupancy monitors as appropriate.
2. An off-street parking agreement shall be maintained for use of the Mira Costa High School Student Center parking lot on Sundays.
3. Proposed uses and schedule of all occupied space on the church campus as identified in the Parking Needs Analysis shall not be modified without City approval. Classrooms and meeting space identified in the Parking Needs Analysis as vacant during weekdays shall not be occupied except on Sundays without prior City approval.

Public Comments

A public notice for the project was mailed to the property owners within 500-feet of the site and published in the Beach Reporter. As of the writing of this report staff has received one phone call requesting general information on the project; one letter in opposition with concerns about the city granting any relief from maximum allowable building height; and four letters in support of the project. These letters are attached (Exhibit E) for the Commissions review. Staff has received minor comments from other departments but those issues raised are concerns that can be handled as regular plan check items.

Conclusion

Staff concurs with the applicant's contention that the proposed religious assembly use addition is compatible with the existing uses as it replaces several existing older structures. Additionally, staff supports relief from maximum allowable building height as it is staff's opinion that the proposed elevator shaft and HVAC units' location and design have minimized its visibility from the public right-of-way and the adjoining residential properties to the north and west.

Attachments:

- Exhibit A – ‘Draft’ Resolution No. PC 08-
- Exhibit B - Site location Map
- Exhibit C – Applicant’s Narrative/Findings
- Exhibit D – Walker Parking Consultants, Parking Needs Study, dated 10/30/07
- Exhibit E – Memo from City Traffic Engineer, dated 1/16/08
- Exhibit F - Letters in Opposition and Support
- Exhibit G - Project Plans (n/a)

n/a – not available electronically

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF MANHATTAN BEACH APPROVING A USE PERMIT TO ALLOW A NEW 18,000 SQUARE FOOT EDUCATION BUILDING AND A VARIANCE TO ALLOW RELIEF FROM MAXIMUM ALLOWABLE BUILDING HEIGHT, FOR AN EXISTING RELIGIOUS FACILITY LOCATED AT 1243 ARTESIA BOULEVARD (Journey of Faith)

THE PLANNING COMMISSION OF THE CITY OF MANHATTAN BEACH DOES HEREBY RESOLVE AS FOLLOWS:

SECTION 1. The Planning Commission of the City of Manhattan Beach hereby makes the following findings:

- A. The Planning Commission of the City of Manhattan Beach conducted a public hearing pursuant to applicable law on January 23, 2008, to consider application for a Use Permit and Variance for the properties legally described as Lots 1, 2, 3 and 4, Block 4, Amended Map of Seaside Park, located at 1243 Artesia Boulevard in the City of Manhattan Beach.
- B. The public hearing was advertised pursuant to applicable law, testimony was invited and received.
- C. The applicant/owner's representative for the Use Permit and Variance applications is Onyx Architects.
- D. In 1997 the Planning Commission approved a Use Permit application (Resolution No. PC 97-18) to allow a 22,350 square foot addition, which includes a lobby, tower, service spaces, pre-school and fellowship hall, on the High Density residential portion of the lot and a Variance to allow relief from parking, front yard setback and fence height requirements. In 2004 a Variance approval was also granted (Resolution No. PC 04-05) for a proposed 200 square foot building addition at the church entry that would encroach into the 20-foot front yard setback area and a sign exception to allow a non-permitted pole sign in the front setback area.
- E. The proposed project is Categorically Exempt from the provisions of the California Environmental Quality Act (CEQA) pursuant to Section 15302 (Class 2) as a replacement of existing structures.
- F. The project will not individually nor cumulatively have an adverse effect on wildlife resources, as defined in Section 711.2 of the Fish and Game Code.
- G. This Resolution is intended to incorporate and supersede the previous Use Permit and Variance approvals to allow building expansions on a residential high density zoned portion of the lot.
- H. The Planning Commission made the following findings with respect to this application:
 - 1. The applicant's request approval for a proposed three level 18,000 square foot education building replacing 16,000 square feet of existing education buildings contained in several buildings, and a Variance to allow the proposed elevation shaft and HVAC units to exceed the maximum allowable height limit by approximately 3-feet.
 - 2. The project is located in Area District I and is developed with one and two-story buildings located in both the (RS) Residential Single Family and (RH) Residential High Density zone. Per MBMC Section 10.12.020 (D), facilities on sites of two (2) acres or more are subject to the (PS) Public and Semi-Public regulation, precluding the Residential Districts regulations. The properties to the north, across Tennyson Street, are



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zoned (RS) Single Family Residential; the properties to the south, across Artesia Boulevard, are in the City of Hermosa Beach; the property to the east, across Meadows Avenue, is zoned (PS) Public and Semi-Public; and the properties to the west are zoned (CG) General Commercial and (RH) High Density Residential.

3. The General Plan designation for the property is Low Density Residential and High Density Residential.
4. The maximum building height allowed for the property is at a 191.04 elevation. The proposed elevation shaft and HVAC penthouse design is house in a 17'-6" x 22' area and would extend 3-feet above the proposed parapet roofline (194.04).

Use Permit

- a. The subject proposal would replace 16,000 square feet of existing education buildings contained in several buildings. The proposed use is in accord with the objectives of this title, and the purpose of the district in which it is located since the project is a residential zone consistent with Section 10.12.010 (F) of the Manhattan Beach Zoning Code which states that the district is intended to provide sites for public and semipublic land uses needed to complement residential development. With the exception of the proposed building height, the subject proposal would be in compliance with all applicable regulations as detailed in the report.
- b. The proposed education building poses no detrimental effect to the public health, safety, or welfare of persons residing or working on the proposed project site, or to the adjacent neighborhood; and will not be detrimental to properties or improvements in the vicinity or to the general welfare of the city as the site continues to operate as a religious assembly. The new building is intended to upgrade existing building with a new education facility which meets current zoning and building code requirements.

The proposed location of the use and the proposed conditions under which it will be operated or maintained is consistent with the General Plan, since the project site is classified as a Public Facility and would operate for the public benefit and welfare.

The General Plan of the City of Manhattan Beach poses certain goals and policies, which reflect the expectations and wishes of the City, with respect to land uses. Specifically, the project is consistent with the following Goals of the General Plan as summarized below:

Goal LU-1.1: Limit the height of new development to three stories where the height limit is 30-feet in order to protect the privacy of adjacent properties and preserve the low profile of the community.

Goal LU-1.2: Encourage the use of notches, open space, setbacks, landscaping, or other architectural details to reduce building bulk.

Goal LU-3.1: Encourage quality design in all new construction.

Goal LU-7.1: Protect existing residential neighborhoods from the intrusion of inappropriate and incompatible uses.

Variance

- a. Because of special circumstance or conditions applicable to the subject property, the propose height Variance would not be detrimental to, nor adversely impact, the neighborhood or district in which the property is located. The proposed elevator shaft and HVAC location would provide minimal visual impact from the ground and from neighboring properties.
- b. The relief may be granted without substantial detriment to the public good; without substantial impairment of affected natural resources; and not be detrimental or injurious to properties or improvements in the vicinity of the development site. The proposed location of the elevator equipment and HVAC units at the building rooftop would enables the applicant to utilize the construction building area in a way that conserves land area and makes use of the site's natural topography by providing more landscape area.
- c. Granting the application is consistent with the purposes of this title and will not constitute a grant of special privilege inconsistent with limitations on other properties in the vicinity and in the same zoning district and area district, since the proposed building height will be in scale and compatible with the buildings on site.

SECTION 2. The Planning Commission of the City of Manhattan Beach hereby **APPROVES** the subject Use Permit and Variance subject to the following conditions:

Site Preparation/Construction

1. The project shall be in substantial conformance with the plans submitted to, and approved by the Planning Commission on January 23, 2008. Any other substantial deviation from the approved plans must be reviewed and approved by the Planning Commission.
2. A Traffic Management Plan shall be submitted by the applicant or contractor in conjunction with the building plan check. The Traffic Management Plan shall be approved by both the Community Development and Police Departments prior to the issuance of the building/demolition permits. The plan shall provide for the management of all construction related traffic during all phases of the project, including delivery materials and parking.
3. No building material shall be allowed to be stored in either the public right-of-way or required on-site parking areas.
4. During construction of the site, the soil shall be watered in order to minimize the impacts of dust on the surrounding area.
5. A site landscaping plan utilizing drought tolerant native plants shall be submitted for review and approval concurrent with the building permit application. All plants shall be identified on the plan by the Latin and common names. Mature shade trees shall be incorporated into the plan. Landscaping shall be installed per the approved plans prior to building final.
6. A low pressure, low-flow or drip irrigation system shall be installed in the landscaped areas, which shall not cause any surface run-off. The type and design shall be subject to the approval of the Public Works and Community Development Departments and shall be installed per the approved plans prior to building final.
7. Plans shall incorporate sustainable building components into the building and site design. The plans may include, but not limited to LEED (Leadership in Energy and Environmental Design) and Built-it-Green components, permeable pavement, energy efficient plumbing, mechanical and electrical systems, and retention of storm water on the site. Plans shall require review and approval by the Community Development Department and Public Works Department.

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8. An adequate trash enclosure shall be provided and maintained on the site which is accessible from the exterior of the building for trash disposal and City pick-up, subject to the specification and approval of the Public Works Department, Community Development Department and City's waste contractor
9. The applicant/business owners shall provide adequate management and supervisory techniques to prevent boisterous activities outside and in the immediate area of the surrounding neighborhood.
10. All proposed signs (permanent or temporary), shall meet the current Sign Ordinance requirements subject to the approval of the Community Development Department. All sign applications shall be accompanied with plans and must be submitted prior to the issuance of a building permit.
11. During peak hours, the existing parking areas shall not be utilized for outdoor activities associated with either religious assembly or religious education.
12. Any future proposal for a satellite dish shall meet the current Code requirements for setbacks, maximum height, maximum dish dimension, screening, undergrounding and surface material and finishes, provided placement of such equipment does not detract from the visual character of the building, subject to the approval of the Community Development Department.
13. Prior to the issuance of a building permit, the applicant shall provide evidence that the site provides 181 on-site vehicle parking spaces which includes 172 standard spaces and 9 disabled spaces.

Traffic Engineer Requirements

14. A Sunday Parking Management Plan shall be submitted for approval by the City Traffic Engineer prior to occupancy. This plan shall consist, at a minimum, of unrestricted parking of all on-site spaces on Sundays, off-site parking agreements(s), time-limit parking restrictions if appropriate, designated areas for employees, staff and visitors on weekends, valet and/or passenger loading areas for off-site parking lots, Lot Full signs and parking lot occupancy monitors as appropriate.
15. An off-street parking agreement shall be maintained for use of the Mira Costa High School Student Center parking lot on Sundays.
16. Proposed uses and schedule of all occupied space on the church campus as identified in the Parking Needs Analysis shall not be modified without City approval. Classrooms and meeting space identified in the Parking Needs Analysis as vacant during weekdays shall not be occupied except on Sundays without prior City approval.

Public Works

17. This is a SUSMP project and an Operating and Maintenance Agreement Form regarding on-site storm water pollution BMP's and mitigation devices must be completed and submitted to the City before a building or grading permit issues.
18. A mop sink must be installed on each floor and be shown on the plumbing plan.
19. Commercial enterprises must comply with the National Pollution Discharge Elimination System (NPDES) clean water requirements. Discharge of mop water, floor mat washing, trash can cleaning and washing out of trash enclosures into the street or storm drain system is prohibited (MBMC 5.84.060, 5.84.090).
20. If the property is located on a corner lot, a disabled access ramp must be installed on the public sidewalk (See City Standard Plan ST-9). Ramp must be shown on plans if applicable.
21. Before the two utility poles located on Prospect Avenue can be relocated, approval is required from Parking and Public Improvement Commission (PPIC) and City Council is required; and a building permit must be obtained

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- 22. Plan holder must have the plans checked and stamped for approval by the Public Works Department prior to the issuance of a building permit. All of the Public Works notes and conditions must be printed on the plans.

Building Division

- 23. All work shall comply with the 2007 California Building Code, 2007 California Electrical Code, 2007 California Mechanical Code and 2007 California Plumbing Code.

Procedural

- 24. *Interpretation.* Any questions of intent or interpretation of any condition will be resolved by the Planning Commission
- 25. *Terms and Conditions are Perpetual.* These terms and conditions shall be perpetual, and it is the intention of the Director of Community Development and the permittee to bind all future owners and possessors of the subject property to the terms and conditions.
- 26. This Resolution shall become effective when all time limits for appeals have been exhausted as provided in MBMC Section 10.100.030, have expired.
- 27. The Use Permit and Variance shall lapse two (2) years after its date of approval, unless implemented or extended pursuant to 10.84.090 of the Municipal Code.
- 28. The applicant agrees, as a condition of approval of this project, to pay all reasonable legal and expert fees and expenses of the City of Manhattan Beach, in defending any legal action associated with the approval of this project brought against the City. In the event such a legal action is filed against the project, the City shall estimate its expenses for the litigation. Applicant shall deposit said amount with the City or enter into an agreement with the City or enter into an agreement with the City to pay such expenses as they become due.

SECTION 3. Pursuant to Government Code Section 65009 and Code of Civil Procedure Section 1094.6, any action or proceeding to attack, review, set aside, void or annul this decision, or concerning any of the proceedings, acts, or determinations taken, done or made prior to such decision or to determine the reasonableness, legality or validity of any condition attached to this decision shall not be maintained by any person unless the action or proceeding is commenced within 90 days of the date of this resolution and the City Council is served within 120 days of the date of this resolution. The City Clerk shall send a certified copy of this resolution to the applicant, and if any, the appellant at the address of said person set forth in the record of the proceedings and such mailing shall constitute the notice required by Code of Civil Procedure Section 1094.6.

I hereby certify that the foregoing is a full, true, and correct copy of the Resolution as adopted by the Planning Commission at its regular meeting of **January 23, 2008**, and that said Resolution was adopted by the following vote:

AYES:

NOES:

ABSTAIN:

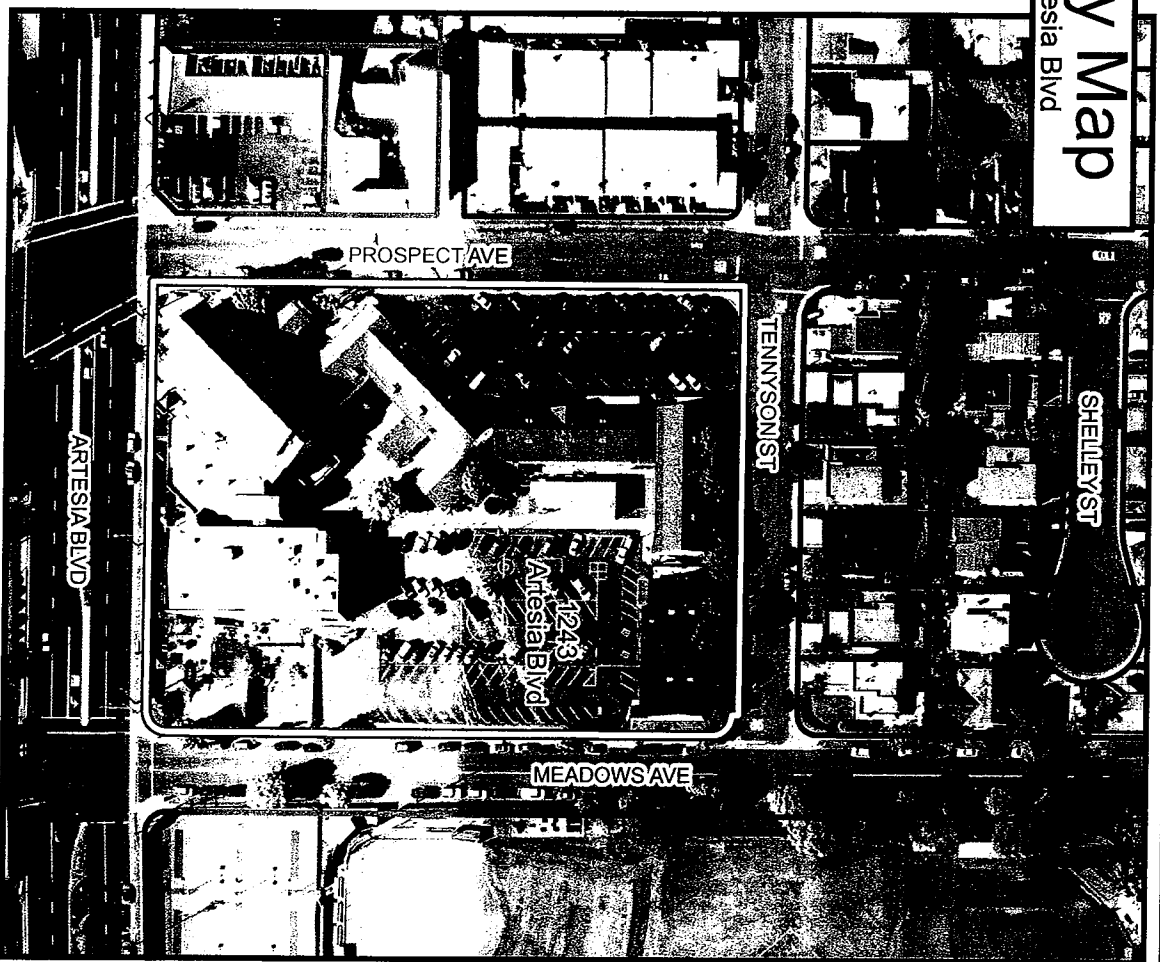
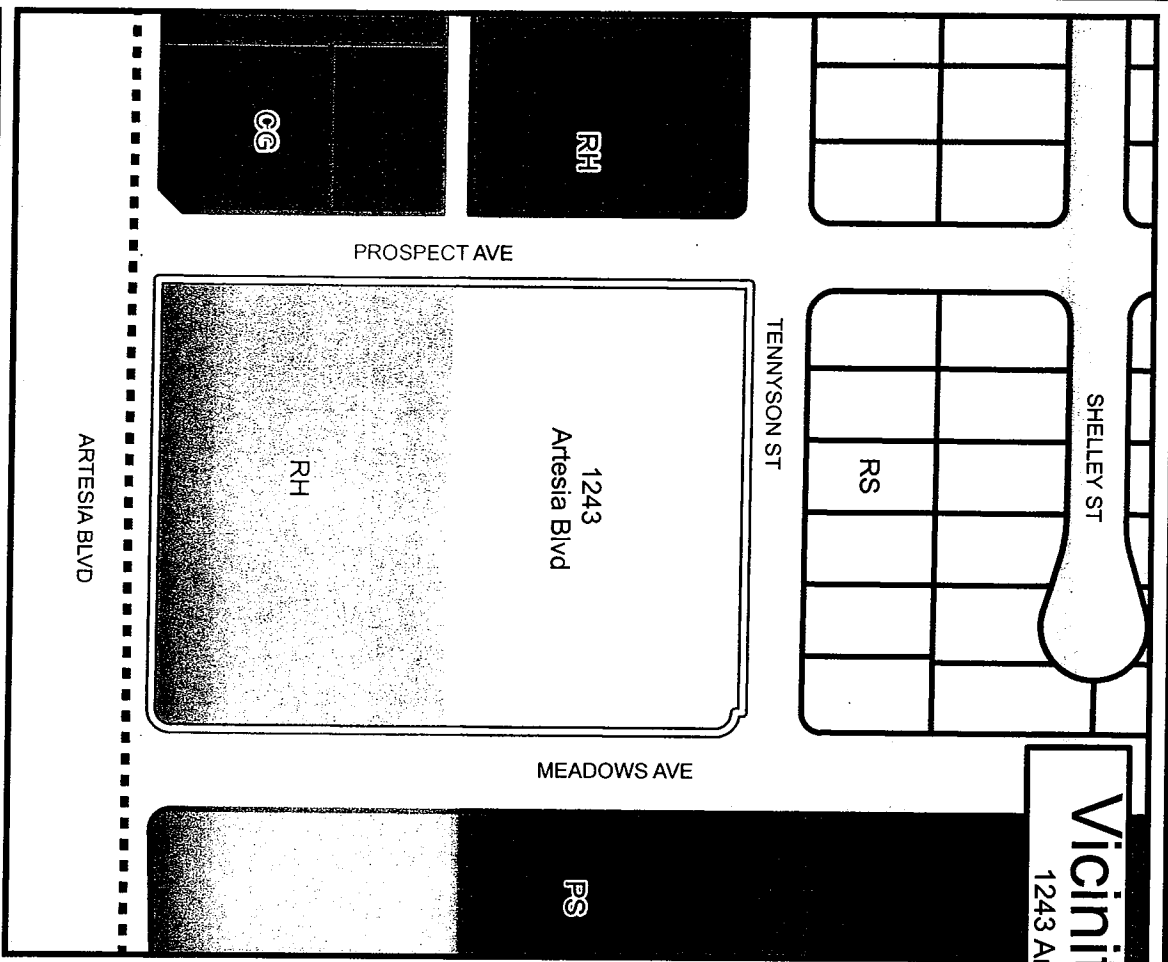
ABSENT:

RICHARD THOMPSON,
Secretary to the Planning Commission




Sarah Boeschen
Recording Secretary





Vicinity Map

1243 Artesia Blvd



Legend

-  1243 Artesia Blvd
-  Parcels
-  City Boundary

- Zoning**
-  CG
 -  RH
 -  PS
 -  RS

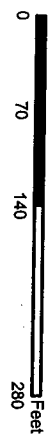


Exhibit B



City of Manhattan Beach
Community Development

PROJECT DESCRIPTION:

The subject project is planned on the existing Journey of Faith campus, which currently consists of 8 buildings for religious worship and education along with surface parking and outdoor gathering areas. The proposed project includes a new 18,000 S.F. Education Building, new site work including new and re-worked existing parking lots, and re-worked landscape and hard-scaped areas to create a more attractive campus. The work includes demolition of 3 on-site building to accommodate the improvements. Refer to the Application Drawings Cover Sheet for existing/demolition/new building summary, and to the Site Plan for the parking tabulation

FINDINGS FOR ALL USE PERMITS:

1. The proposed location of the use is in accord with the objective of this title and the purposes of the district in which the site is located;

The proposed use and general location remains as it currently stands at the time of application. The facility has been operating on the current site, with it's current use for worship and Sunday School education since the early 1950's. Although the site and project use straddles lots with part residential and part commercial zoning designations, harmony has been achieved with these surrounding uses.

2. The proposed location of the use and the proposed conditions under which it would be operated or maintained will be consistent with the General Plan, will not be detrimental to the public health, safety or welfare of person residing in the neighborhood of such use; and will not be detrimental to properties or improvements in the vicinity or to the welfare of the City;

The site use will remain as is currently envisioned and in conformance with the General Plan and in the zoning code (Religious Facilities are allowed as a 'Limited Use' in the RA zone, per section 10.12.020 of the code). The project will not be detrimental to the public health, safety or welfare of persons residing in the neighborhood of such use-- the use remains as it has for over 50 years.

The application also includes variances for height and number of floors that could potentially affect properties and improvements in the neighborhood. Attached exhibits illustrate that the improvements will add to the quality of life in the neighborhood, and will not adversely affect things like sight-lines or the general character of the neighboring property.

3. The proposed use will comply with the provisions of this title, including any specific



condition required for the proposed use in the district in which it would be located; and

The proposed project maintains the use entitled by the existing Conditional Use Permit. See section 10.12.020.

4. The proposed use will not adversely impact nor be adversely impacted by nearby properties. Potential impacts are related but not necessarily limited to: traffic, parking, noise, vibration, odors, resident security and personal safety, and aesthetics, or create demands exceeding the capacity of public services facilities which cannot be mitigated.

A newly commissioned Parking Study has been commissioned to show that the number of parking stalls provided is sufficient for the newly envisioned project. Actual traffic volume, noise, vibration, odors, and residential security is much the same as the campus as it now exists in that the use will remain the same; see study for the specifics.

FINDINGS FOR VARIANCES:

1. Because of special circumstances or conditions applicable to the subject property--including narrowness and hollowness or shape, exceptional topography, or the extraordinary or exceptional situations or conditions--strict application of the requirements of this title would result in peculiar and exceptional difficulties to, or exceptional and/or undue hardships upon, the owner of the property;

BUILDING HEIGHT VARIANCE

The subject property is being considered as a 'large projects' overlay zone (XX). The building mass as a whole conforms to the height limits of this zone (see attached site plan and elevation exhibits); however, elevator shaft overrun (for accessibility throughout the structure) and mechanical equipment (located on the roof to allow for additional landscaping at grade) both extend over the height limit by about 5 feet. The attached section/site line diagram shows the minimal visual impact from the ground, and from neighboring property.

NUMBER OF STORIES VARIANCE

The building as envisioned will have a basement level, that by strict code definition must be considered as a normal building floor because of the hollowness on a portion of the site. The code allows two floors above grade; by code definition the subject project will have three. On most of the perimeter of the subject project footprint, only two floors are exposed, including the direct views from the street and the surrounding neighborhood.

2. The relief may be granted without substantial detriment to the public good; without

the substantial impairment of natural resources; and not to be detrimental or injurious to property or improvements in the vicinity of the development site, or the public health, safety or general welfare; and

BUILDING HEIGHT VARIANCE and NUMBER OF STORIES VARIANCE

The Project is for a use that is currently allowed under the existing conditional use permit, all within the floor area ratio allowed in the zone. The proposed project enables the occupant to utilize the constructed building area in a way that conserves land area and makes use of the site's natural topography that is of benefit to the surrounding neighborhood by providing more landscape and hardscape area than a by-right project.

3. Granting the application is consistent with the purposes of this title and will not constitute a grant of special privilege inconsistent with limitations on other properties in the vicinity and in the same zoning district and area district.

BUILDING HEIGHT VARIANCE

The envisioned project will not constitute a special privilege or conflict with the limitations on other properties in the immediate neighborhood. The project as planned will be shorter (height above sea level and actual height) than the tallest buildings on the site, and respects the visual intent of the code by appearing to be a building of 30 foot high or less.

NUMBER OF STORIES VARIANCE

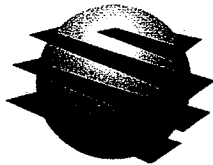
As with the Building Height Variance, the building will not appear to be higher in stories than would be allowed by code.

SUMMARY OF VARIANCES:

1. Building Height Variance for mechanical equipment and elevator overrun
2. Number of Stories Variance to all 3 full floors in lieu of 2 levels and a basement
3. Use of offsite parking with a non-standard agreement to provide parking. See attached parking study

SUMMARY OF VARIANCES:

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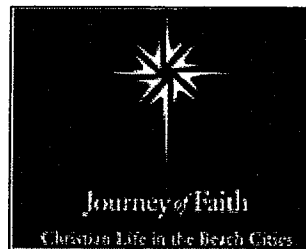


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PARKING NEEDS ANALYSIS

**JOURNEY OF FAITH
CHURCH**
MANHATTAN BEACH, CA

Prepared for:
MR. JAMES VAN ZANTEN
BUILDING COMMITTEE
CHAIRMAN



PROJECT NO. 37-7878.00
OCTOBER 30, 2007

REVISED NOVEMBER 12, 2007
PARKING TOTAL
RECONCILIATION WITH
ARCHITECTURAL PLANS

EXHIBIT

D



WALKER
PARKING CONSULTANTS

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October 30, 2007

Mr. James Van Zanten
Building Committee Chairman
Journey of Faith Church
1243 Artesia Boulevard
Manhattan Beach, CA 90266

Re: Parking Needs Analysis – Journey of Faith Church
Walker Project Number: 37-7878.00

Dear Mr. Van Zanten:

Walker Parking Consultants is pleased to submit the attached final report of our Parking Needs Analysis of Journey of Faith Church in Manhattan Beach, CA. This report summarizes our findings regarding our evaluation of the parking system, the impact of proposed changes, and the ability of the parking system to provide adequate parking under those proposed future conditions.

We appreciate the opportunity to be of service to you and Journey of Faith Church. If you have any questions or comments, please do not hesitate to call.

Sincerely,
WALKER PARKING CONSULTANTS

Ezra D. Kramer

Ezra D. Kramer
Parking Consultant

cc:

Enclosure



WALKER
PARKING CONSULTANTS

PARKING NEEDS ANALYSIS

**JOURNEY OF
FAITH CHURCH
MANHATTAN BEACH, CA**

Prepared for:
**MR. JAMES VAN ZANTEN
BUILDING COMMITTEE
CHAIRMAN**

**PROJECT NO. 37-7878.00
OCTOBER 30, 2007**



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Walker Parking Consultants has been retained by Journey of Faith Church, to provide a professional Parking Needs Analysis. This analysis and report have been requested in response to the City of Manhattan Beach requirement that the adequacy of the parking system be proven by a third party consultant before proposed infrastructure changes to the site may be made.

The following bullet points highlight the key points of this study:

- The Church was granted a parking variance per Resolution PC 97-18 in 1997. Resolution PC 97-18 required that Journey of Faith provide 148 on-site parking spaces. The site now contains 11 spaces above that requirement, 159 spaces.
- The 1997 parking variance was upheld in 2004 per Resolution PC 04-05.
- Under the municipal code, the Journey of Faith campus would currently require 49 spaces for weekday use and 205 for the Sunday morning peak period (9AM – 11AM).
- Proposed changes at Journey of Faith would require 52 spaces for weekday use and 193 for the Sunday morning peak period (fewer spaces than currently required for the Sunday peak). An additional parking lot would replace the footprint of an existing building for a net gain of 22 spaces. The on-site total parking would be 181 spaces.
- The municipal code allows the joint or shared use of an off-site lot given certain conditions. Those conditions are:
 - The two land uses sharing the lot have different hours of operation.
 - The lot can serve both land uses with no conflict.
 - The lot is within a reasonable walking distance from the site: 200 ft. for Patrons, 400 ft. for Employees.
 - **Exception:** 1,000 ft. for all groups in the CBD.
 - A recorded agreement between the parties for no less than ten (10) years exists.
 - **Exception:** Not required if the lot is owned by the City of Manhattan Beach.
- The use of joint or shared parking for proximate land uses allows for the highest and best use of limited land to be

EXECUTIVE SUMMARY



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developed appropriately as opposed to creating several surface lots that may go unused for the majority of the year.

- Steve Romines, Assistant Superintendent of the Manhattan Beach Unified School District ("MBUSD") provided a letter to the Director of Community Development stating:
 - The lot has been used for over 20 years without conflict.
 - The School District has not required a formal agreement for overflow parking with Journey of Faith.
 - School District policy does not allow for leases beyond a one-year period.
- The High School Lot is 700 ft from the main entrance to the Church; this is greater than the 200 ft required for areas outside the CBD, but less than the 1,000 ft required within the CBD. The use of this lot for over 20 years suggests that Church attendees believe it to be within a reasonable walking distance. There are also places on the Church campus that allow for drop-off and pick-up of the elderly and children.
- The MBUSD is aware that the lot is used by Journey of Faith for overflow parking on Sundays. No formal agreement has been required over the past 20-year period to ensure the use of this lot. This fact suggests that a 10-year agreement would not be needed to ensure continued use. Although this lot is not municipally owned, it is owned by a long-standing institutional use serving the City of Manhattan Beach.
- The on-site lots at Journey of Faith would provide adequate parking for weekday demand under proposed future conditions.
- Available land does not permit for cost effective compliance with City regulations for on-site parking, when demand only exceeds on-site supply for a very few hours per week.
- Granting joint use of the under utilized 70-space High School Lot is consistent with the best traditions of the Urban Land Institute's goals for shared parking.
- Granting joint use would aid the Church in meeting the 12-space on-site shortfall, exceeding the minimum parking requirements during peak periods on Sunday mornings (9AM – 11AM) by 58 spaces.



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INTRODUCTION

Walker Parking Consultants ("Walker") has been engaged by our client, Journey of Faith Church, to provide a professional Parking Needs Analysis. The goal of this assignment is to assess the current and future parking adequacy of the Church campus parking system.

This analysis and report have been requested in response to the City of Manhattan Beach requirement that parking adequacy for the site be proven by a third party consultant. The report will discuss the current adequacy of the parking system at the Church campus and projected future needs based on the proposed infrastructure changes.

The proposed changes to the campus would include the removal of the B, C, and M Buildings from the campus, removal of a portion of the A Building, a shift use in the D Building, and replacement of the Sunday School adult classroom and childcare space from A, B, C, and D with a 3-story building ("Education Building").

BACKGROUND

Journey of Faith Church, previously known as Community Baptist Church, has been modernizing the facilities on their campus over the life of the Church. The two most recent changes that required City approval include the addition of the E and F Buildings in 1997 (Resolution No. PC 97-18), and internal changes to the Sanctuary and new signage in 2004 (Resolution No. PC 04-05). Both changes were approved based on the findings in Planning Commission resolutions that refer back to a parking analysis submitted by Walker on November 4, 1996. Resolution No. PC 97-18 states:

...WHEREAS, the Planning Commission made the following findings with respect to this application:

7. A greater demand for on-site parking spaces would no be required for the proposed building expansion because the submitted parking study concludes that sufficient on-site parking spaces (148 total) would be provided to accommodate the parking demand except Sunday morning during the primary service (9:30 – 11:00 a.m.). Furthermore, that a total of 160 on-street parking spaces exist to accommodate the peak parking demands on Sunday mornings.

NOW, THEREFORE, BE IT RESOLVED that based on the above findings, the Planning Commission of the City of Manhattan Beach hereby APPROVES the proposed Use Permit application to allow a building expansion and Variance application to allow relief from development standards, subject to the following conditions:

Operational Restrictions:



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9. During peak hours, the existing parking areas shall not be utilized for outdoor activities associated with either religious assembly or religious education.

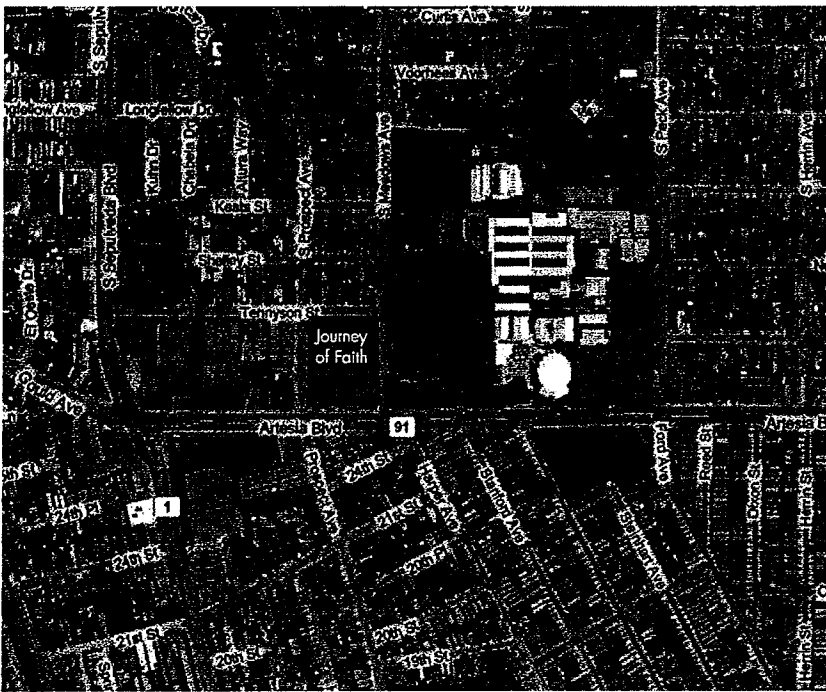
11. The project shall provide a minimum of 148 on-site vehicle parking spaces which includes 139 standard spaces, 7 disabled spaces and 2 small spaces.

The 2004 resolution refers back to the 1997 approval of the Use Permit and Variance application and again lists the same number of spaces needed to be supplied on the Church campus. The 2004 Use Permit and Variances application do not add or remove building square footage that would affect the parking requirement, so the prior resolution and conditions would have still been applicable.

STUDY AREA

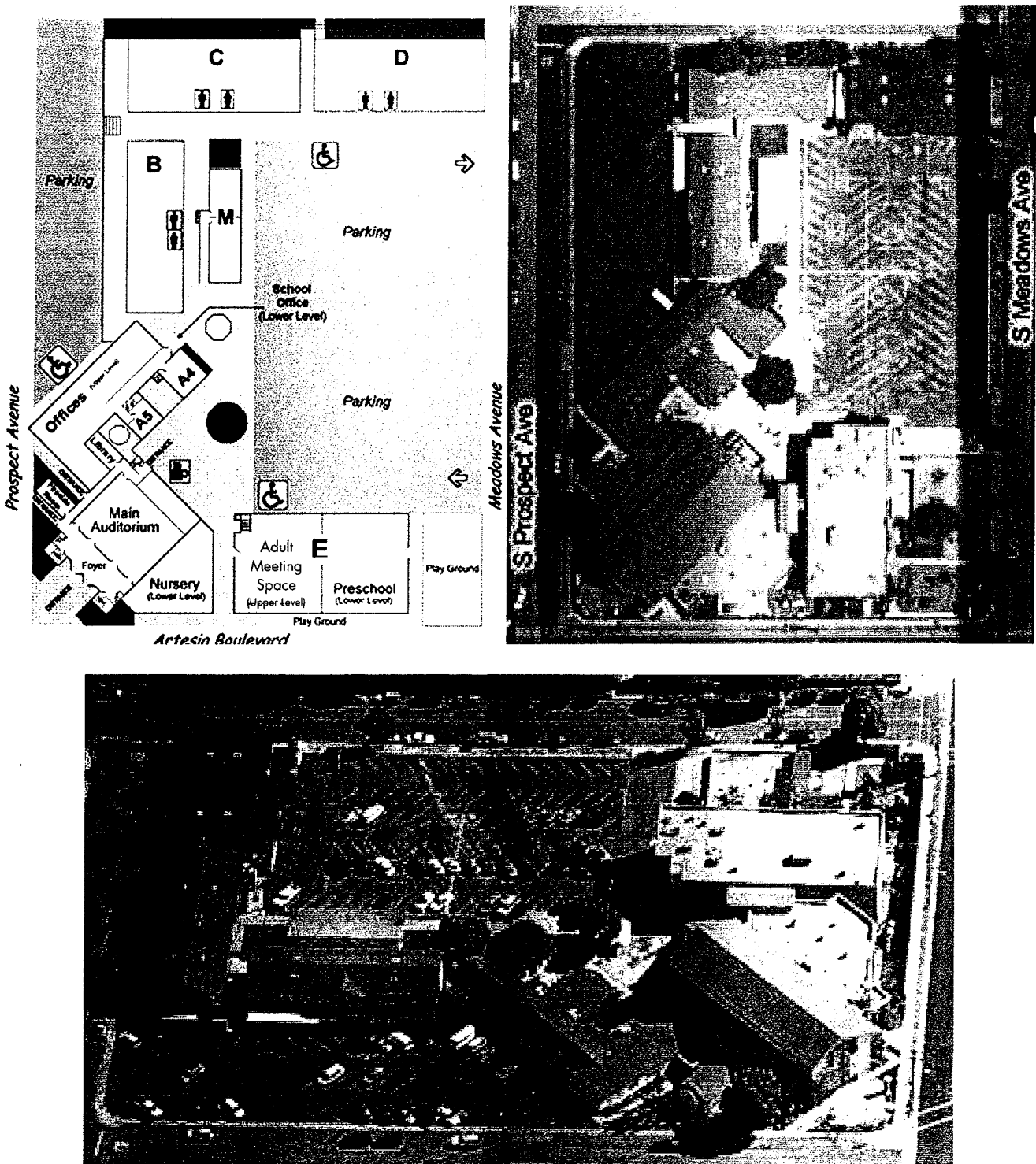
The Journey of Faith campus is located along the southern border of Manhattan Beach, CA. The campus is bound by Tennyson Street to the north, Artesia Boulevard to the south, Meadows Avenue to the east, and Prospect Avenue to the west. The map below, and site plan and aerial photos on the following page are intended to orient the reader to the site and surrounding land uses and major arterials based on current conditions.

Figure 1: Location Map



Source: Google Earth, 2007.

Figure 2: Site Plan & Aerial Photos



Sources: Journey of Faith, Google Earth, Local Live, 2007.



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CURRENT CONDITION

Although the Church was given a variance from the City's minimum parking requirements found in the municipal code, it is important to reference what the current requirements would be in order to compare them to those for the Church campus if the proposed changes were approved and built. The applicable section of the municipal code is "10.64.030 Off-street parking and loading spaces required." This section lists several types of land uses and minimum parking space requirements based on appropriate metrics for each land use type. The Journey of Faith campus consists of three distinct land uses. During the weekday daytime, the Church operates a day care facility for children ranging in age from 6 weeks to 5 years (Kindergarten). The administrative space (office space) is also in use during the weekday daytime, but not on Sundays. On Sunday mornings the sanctuary space and adult Sunday school classes are in session. The child care/Sunday school classes for children are also used on Sunday mornings. Figures have been provided within Appendix A with color-coded uses for the space on the Church campus.

The City's minimum parking requirements applicable to the land uses at Journey of Faith are as follows:

Religious Assembly – 1 per 100 sq. ft. seating area

Day Care, General – 1 per 7 children; maximum enrollment based on maximum occupancy load.

Offices, Business and Professional – 1 per 300 sq. ft.

EDUCATION SPACE

In Walker's 1996 study a ratio for "education" space was utilized consisting of one (1) space per faculty, plus one (1) space per five (5) students." The municipal code minimum parking requirement for 'Schools, Public or Private' is not given in the form of a ratio; instead it states "as specified by use permit." The ratio found in Walker's 1996 analysis for education space may be appropriate for true education space such as an elementary school, and is likely based on industry research and publications. But we believe that ratios already provided within the City's municipal code may be applied appropriately to the Church's for day care space, children's Sunday school space and adult Sunday school space.

Some of the "education" space is used solely for the Church supported day care program on weekdays only. The City has already provided

CITY MINIMUM REQUIREMENTS



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a ratio for day care, and given the age groups of the children being cared for we believe that the City's ratio is appropriate to use.

Child care expands on Sunday mornings. Sunday school classes and a nursery are available for children of the Church attendees ranging in age from 6 weeks through high school. The nursery is obviously the same type of use as the weekday day care program and would likely create similar parking demand. Traditional "education" space would also generate parking for adults who serve the school as administrators, counselors, and support staff (janitors or food service). None of these are needed for a Sunday school; therefore the "education" space ratio would be higher than what is generated by a Sunday school class. It should also be noted that although we suggest the use of the day care parking ratio found in the municipal code for child care space for children up to Kindergarten, the adult to child ratio would only decrease as age increases, as less supervision would be required.

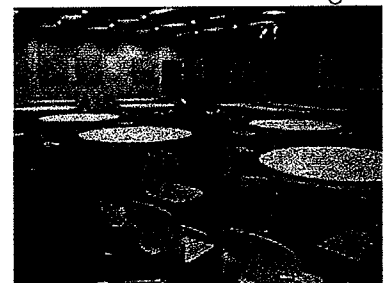
Lastly, there is very little research to be found regarding church parking demand generation. We believe that the City's ratio for "Religious Assembly" space is as reliable as any. The adult Sunday school classes meet during the same time that church services convene, and with the same demographics. The only difference is the way that seating is provided in the classrooms versus the Sanctuary. Sanctuary seating is very efficient. In a hotel banquet setting, this would be called "theatre-style" seating and is the most efficient set up for seating. The classrooms are set up with round and rectangular tables. This set up is less efficient. We have provided photos of the Sanctuary and adult classrooms in the margin to the right and in Appendix A (for greater clarity). Regardless of the difference in seating efficiency, Walker believes the City's ratio for "Religious Assembly" is fair as it allows for removal of hallways and other space not in use while the main service and classes have convened.

We have provided a table on the following page that details the current Church campus. It breaks out the land use type for each building and the required parking for those land uses and quantities. Note that the parking requirements for both "Religious Assembly" and "Day Care" are based on seating area or occupiable area, not gross floor area (GFA) of a building. We have elected to include the GFA square footage for each building as well because these will match up to the square footages found in the Use Permit. This table supplies quantitative information for the site plans found in Appendix A.

Sanctuary Seating



Adult Classroom Seating



JOURNEY OF FAITH CHURCH
PARKING NEEDS ANALYSIS



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Table 1: Current Condition

Current Condition Building Name & Use	Building SF of GFA	Municipal Code Requirement	Occupiable or Seating SF	Required Spaces	9:30AM Sunday Peak Required	Weekday Req'd Spaces
Sanctuary	12,699	1/100 SF Seating Area	8,326	83.3	83.3	
A Building Office Space	14,699	1/300 SF of Office	8,873	29.6		29.6
Childcare Classroom		1/7 Max. Occ.*	660	1.6	1.6	
B Building Childcare Classroom	6,417	1/7 Max. Occ.	4,920	11.7	11.7	
C Building Adult Classroom	6,324	1/100 SF Seating Area	4,920	49.2	49.2	
D Building Upstairs	7,610	1/7 Max. Occ.	2,577	6.1	6.1	
Downstairs		1/7 Max. Occ.	2,577	6.1	6.1	
E Building: Preschool/Sunday School	15,048	1/7 Max. Occ.	2,530	6.0	6.0	6.0
Wkdy Preschool		1/7 Max. Occ.	2,530	6.0		6.0
Adult Classrooms**		1/100 SF Seating Area	3,352	33.5	33.5	
F Building: Nursery/Toddler Rooms	4,300	1/7 Max. Occ.	1,814	4.3	4.3	4.3
Lobby		N/A				
M Building	1,440	1/7 Max. Occ.	1,440	3.4	3.4	3.4
Total Parking Requirement				240.9	205.3	49.4
Rounded per Municipal Code				241	205	49

* Maximum Occupancy is 1 per 60 SF for childcare space

**Plans show 5,022 SF of space, but some of this space is storage. 3,352 SF reflects seating area.

Source: Walker Parking Consultants, 2007.



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PROPOSED FUTURE CONDITION

Journey of Faith intends to remove the B, C and M Buildings, and reduce the size of the A Building. Both the first floor and second Floor of the D Building would be remodeled to modernize and better suit future uses. The first floor of the D Building would be dedicated to weekday day care use. The second floor of the D Building would house the junior high and senior high age Sunday school students and an office for the Youth Pastor. Only the upstairs (less the Youth Pastor office) would be used on Sunday mornings, so the space used in the D Building would be less than what is currently used. Site plans showing the current and proposed future condition of the campus including detail of the D Building can be found in Appendix A and Appendix B.

The Church proposes to build a new three-story Education Building to replace the classrooms lost due to the reductions and removals. The GFA of the new building would be slightly higher than the existing space to be removed, but a portion of that space would be set aside as a lobby and other non-generating space regarding parking. The remaining area in both the first and second floor of this building would be programmed as Sunday school space for children, with the third (top) floor set aside for Sunday school classes for adults.

The proposed future condition, which is based on the changes discussed above, is summarized in Table 2. It breaks out the land use type for each building and the required parking for those land uses and quantities. This table supplies quantitative information for the site plans found in Appendix B.

Based on our analysis of the City's minimum parking requirements, the proposed future conditions would generate a lower minimum parking requirement on Sunday mornings than the current condition by 12 spaces.

JOURNEY OF FAITH CHURCH
PARKING NEEDS ANALYSIS



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Table 2: Proposed Future Condition

Proposed Future Condition Building Name & Use	Building SF of GFA	Municipal Code Requirement	Occupiable or Seating SF	Required Spaces	9:30AM Sunday Peak Required	Weekday Req'd Spaces
Sanctuary	12,699	1/100 SF Seating Area	8,326	83.3	83.3	
A Building Office Space	13,699	1/300 SF of Office	8,533	28.4		28.4
D Building Upstairs (Jr. & Sr. High)	7,610	1/7 Max. Occ.	2,198	5.2	5.2	
Upstairs Youth Pastor Office		1/300 SF of Office	379	1.3		1.3
Downstairs (Wkdy Preschool)		1/7 Max. Occ.	2,577	6.1		6.1
E Building: Preschool/Sunday School	15,048	1/7 Max. Occ.	2,530	6.0	6.0	6.0
Wkdy Preschool		1/7 Max. Occ.	2,530	6.0		6.0
Adult Classrooms **		1/100 SF Seating Area	3,352	33.5	33.5	
F Building: Nursery/Toddler Rooms Lobby	4,300	1/7 Max. Occ. N/A	1,814	4.3	4.3	4.3
New Education Building	18,000					
Childcare Classroom 3		1/7 Max. Occ.	1,421	3.4	3.4	
Childcare Classroom 4		1/7 Max. Occ.	1,263	3.0	3.0	
Childcare Classroom 5		1/7 Max. Occ.	1,424	3.4	3.4	
Childcare Classroom 15		1/7 Max. Occ.	1,424	3.4	3.4	
Childcare Classroom 16		1/7 Max. Occ.	1,263	3.0	3.0	
Childcare Classroom 17		1/7 Max. Occ.	1,421	3.4	3.4	
Adult Classroom 18		1/100 SF Seating Area	1,027	10.3	10.3	
Adult Classroom 19		1/100 SF Seating Area	1,033	10.3	10.3	
Adult Classroom 20		1/100 SF Seating Area	1,030	10.3	10.3	
Adult Classroom 22		1/100 SF Seating Area	1,022	10.2	10.2	
Total Parking Requirement			234.9	193.0	193.0	52.2
Rounded per Municipal Code			235	193	193	52

* Maximum Occupancy is 1 per 60 SF for childcare space

** Plans show 5,022 SF of space, but some of this space is storage. 3,570 reflects seating area.

Source: Walker Parking Consultants, 2007.



CURRENT ON-SITE PARKING SUPPLY

Walker performed parking inventory counts on June 6, 2007. Our inventories indicated that the campus contains a total of 159 parking spaces. Therefore on-site supply is 11 spaces greater than the 148 spaces required by both the 1997 and 2004 resolutions.

PROPOSED FUTURE ON-SITE PARKING SUPPLY

Though the amount of classroom space of the existing conditions and the proposed future conditions would be very similar, there would be an increase in at-grade density that would allow for the addition of a 24-space surface lot on the current footprint of the C Building. Two (2) spaces would be removed from the existing Meadows Lot to provide access to the new lot for a net of 22 additional spaces. Upon completion of the proposed future changes to campus, Journey of Faith would provide a total of 181 spaces on campus.

OFF-SITE PARKING SUPPLY

Walker's 1996 study also listed the inventory of 66 spaces found in the High School Lot located roughly 700 feet from the front doors of the Church. That lot has since been re-striped to contain 70 spaces; 5 of those are ADA spaces. The 1996 study requested that the City allow those off-site spaces to count toward the Church's required parking. Language within the municipal code exists allowing for the use of off-site parking lots to meet minimum parking requirements.

The municipal code in subsection 10.64.020 E notes that joint use of a parking supply is allowed so long as the land uses sharing the parking supply have different hours of operation and the supply can serve both with no conflict. Subsection 10.64.020 E also notes that the joint use of a single parking supply is also subject to subsection F (Location and Ownership), and G (Life of Facility). The applicable conditions in these subsection are as follows:

F. Location and Ownership.

1. On-site/Off-site Parking.

...Parking required to serve a nonresidential use may be on the same or different site under the same or different ownership as the use served, provided that the parking shall be within the following distances of the use served, measured from the near corner of the parking facility to the public entrance of the use served via the shortest pedestrian route:

Customer/visitor spaces: 200 ft. Employee spaces: 400 ft.

PARKING SUPPLY



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Exception: Parking spaces located within the CBD district may serve as required parking for a nonresidential use located within the same district at a maximum distance of one thousand feet (1,000').

G. Life of Facility.

Facilities for off-site parking shall be restricted to that use by a recorded deed, lease, or agreement for a minimum of ten (10) years from the date a use permit requiring the parking or a certificate of occupancy is issued, provided that the Community Development Director may lift the restriction upon finding that substitute parking facilities meeting the requirements of this chapter are provided. No use shall be continued if the parking is removed unless substitute parking facilities are provided.

1. **Exception.** The requirement for a recorded agreement and ten (10) year period of agreement may be waived for off-site required parking for City owned lots.

A letter was composed by Steve Romines, the Assistant Superintendent of the Manhattan Beach Unified School District ("MBUSD") to Richard Thompson (Director of Community Development, City of Manhattan Beach). The letter states that the lot has been used for over 20 years as an overflow lot for the Church on Sundays during peak periods. The Church has used the lot without negatively impacting parking at the High School because the High School does not operate on Sundays. This statement supports the fact that the land uses operate at different times and that the joint use of this lot does not create a parking conflict.

The High School Lot is located roughly 700 feet from the front doors of the Church. This is beyond the 200 feet condition required in subsection F, but within the exception distance for the CBD of 1,000 feet. This exception suggests that a distance of 1,000 feet is not too far to walk from a vehicle to a desired destination in an urban setting. The 20-year use of the lot by Church attendees also suggests that these users do not deem the 700 feet walk too far for a Sunday morning. The Church campus also has vehicular circulation that allows for drop-off and pick-up of the elderly and children.

There has historically been no formal agreement required by the School District for the use of their parking lot, which has been used as overflow parking for Journey of Faith for over 20 years. In the letter from Mr. Romines he also indicated that School District policy stipulates that they cannot lease parking lots for greater than a one-year period. The Church cannot comply with the recorded agreement condition due to School District policy. But the fact that the lot has been used for 20 years suggests that a 10-year recorded agreement would not be

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PARKING NEEDS ANALYSIS



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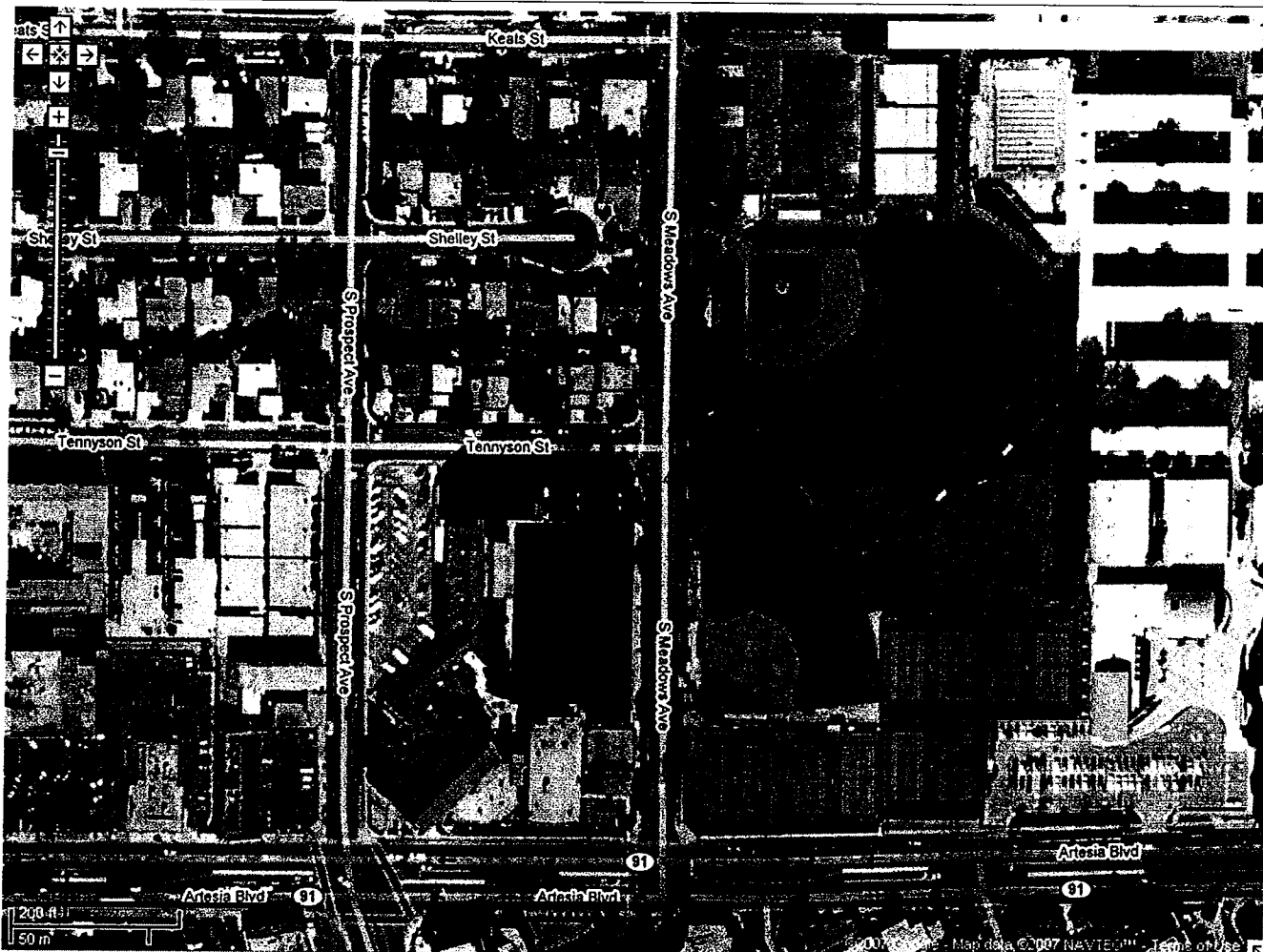
PROJECT NO. 37-7878.00

needed to ensure use of their lot, which is the intent of the condition. Subsection G allows for an exception that waives the requirement of a ten-year recorded agreement for the joint use of a parking supply if that supply is City owned. This exception acknowledges the need for some lenience in this rule based on institutional policies.

The existing on-site and off-site parking supply is shown in the following figure and table. We have included the proposed future parking lot as well within the figure and table. On-street parking in the area near the Church has also been shown.



Figure 3: Parking Supply



LEGEND & QUANTITIES

Current Supply	Spaces
On-site:	
Prospect Lot	
Meadows Lot	
Subtotal	159
Other Off-street:	
High School Lot	70
TOTAL SUPPLY	229

Future Supply	Spaces
On-site:	
Prospect Lot	
Meadows Lot	
Tennyson Lot	
Subtotal	181
Other Off-street:	
High School Lot	70
TOTAL SUPPLY	251

On-street Parking (roughly 160 spaces)

Source: Walker Parking Consultants, 2007.



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CITY CODE ADEQUACY

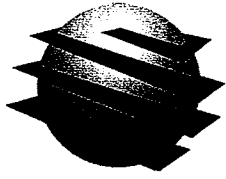
Based on our understanding of the site and proposed future conditions we find a City-based parking requirement of 193 spaces at the peak period on Sunday morning (from roughly 9AM to 11AM), and 52 spaces required during weekdays (8AM to 3PM). Walker's fieldwork identified 159 spaces currently on campus, with a net gain of 22 spaces if proposed future conditions are realized, the total number of spaces on-site that would be available for use by Journey of Faith staff and attendees every day is 181. The on-site lots at Journey of Faith provide adequate parking for weekday demand, but the Sunday morning peak creates an on-site shortfall of 12 spaces.

Available land does not permit for cost effective compliance with City regulations for on-site parking, when demand only exceeds on-site supply for a very few hours per week.

The joint or shared use of parking for proximate land uses allows for the highest and best use of limited land to be developed appropriately as opposed to creating several surface lots that may go unused for the majority of the year. The location of the High School Lot allows for this symbiotic¹ relationship between the Manhattan Beach Unified School District and Journey of Faith Church.

Granting joint use of the 70-space High School Lot during the peak period on Sunday morning would aid the Church in meeting and exceeding the 12-space on-site parking shortfall by 58 spaces.

¹ The School District has used the Journey of Faith facilities and parking on occasion for events.



APPENDIX A:
EXISTING
CONDITIONS

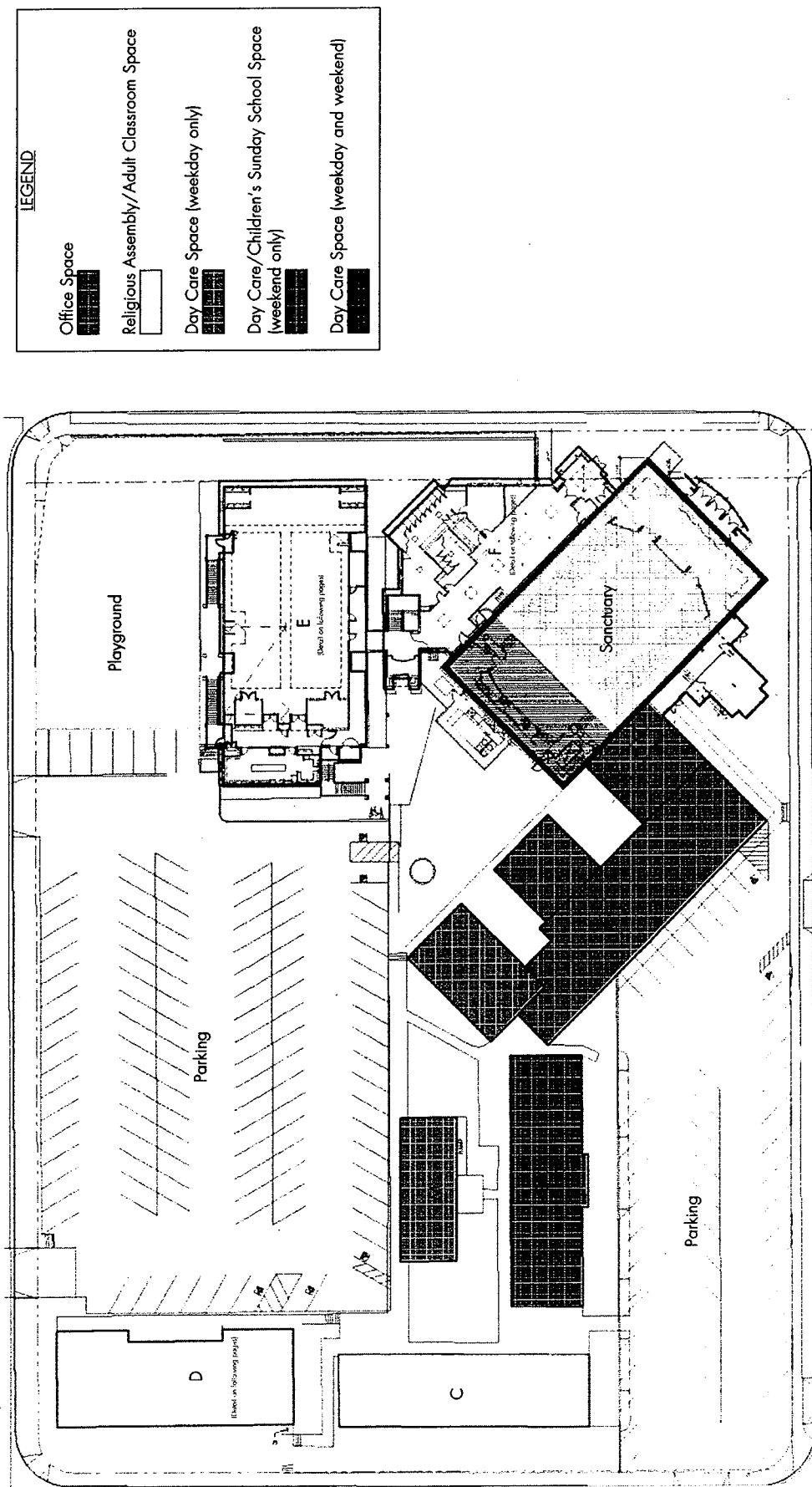
JOURNEY OF FAITH CHURCH
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APPENDIX A: EXISTING CONDITIONS
Overall Campus

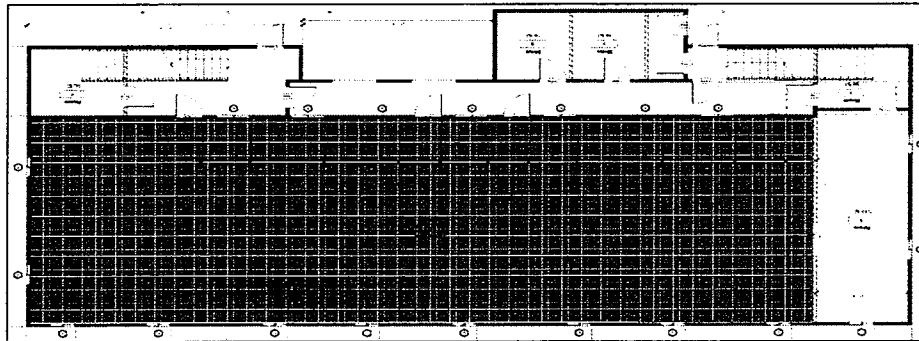


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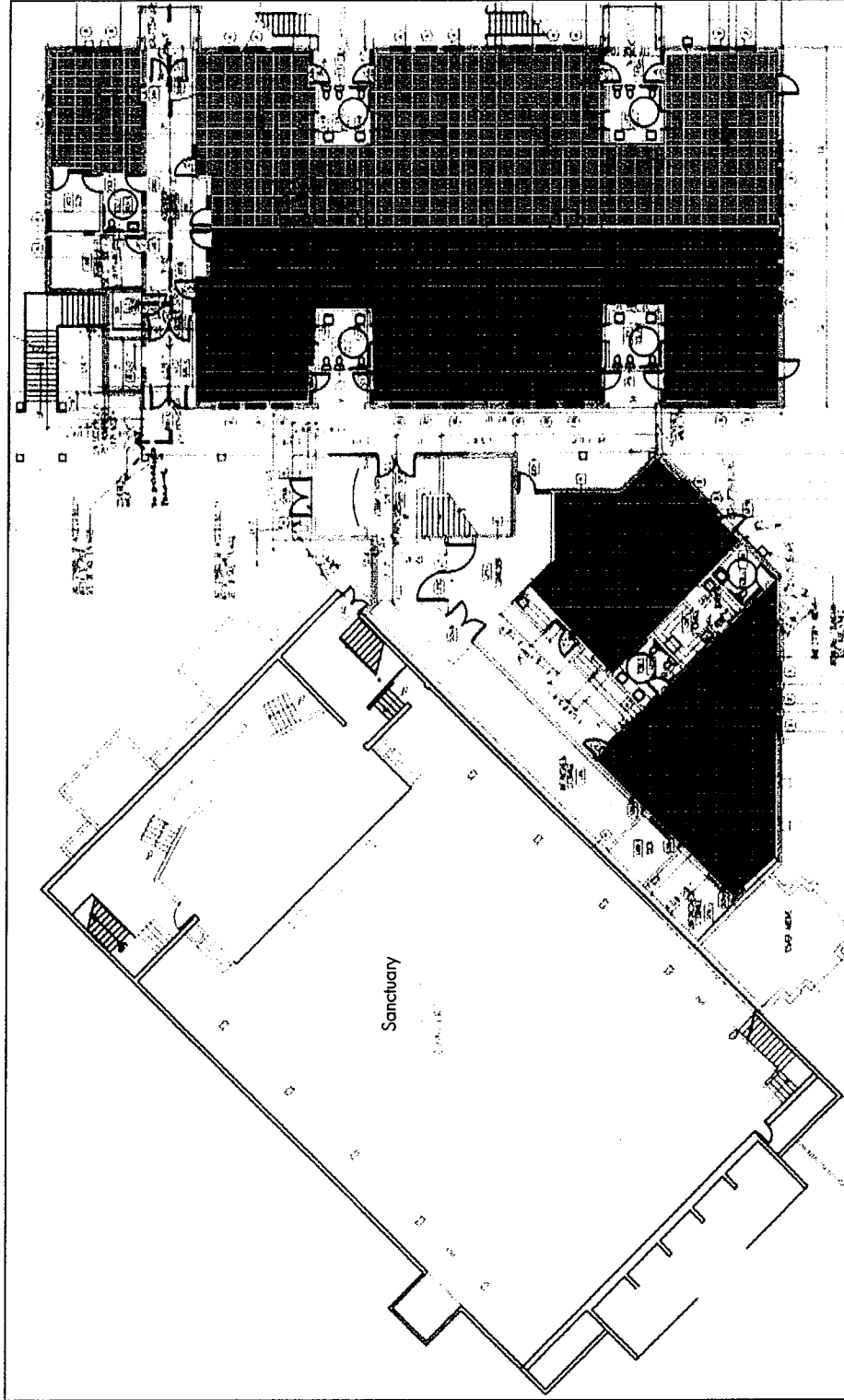




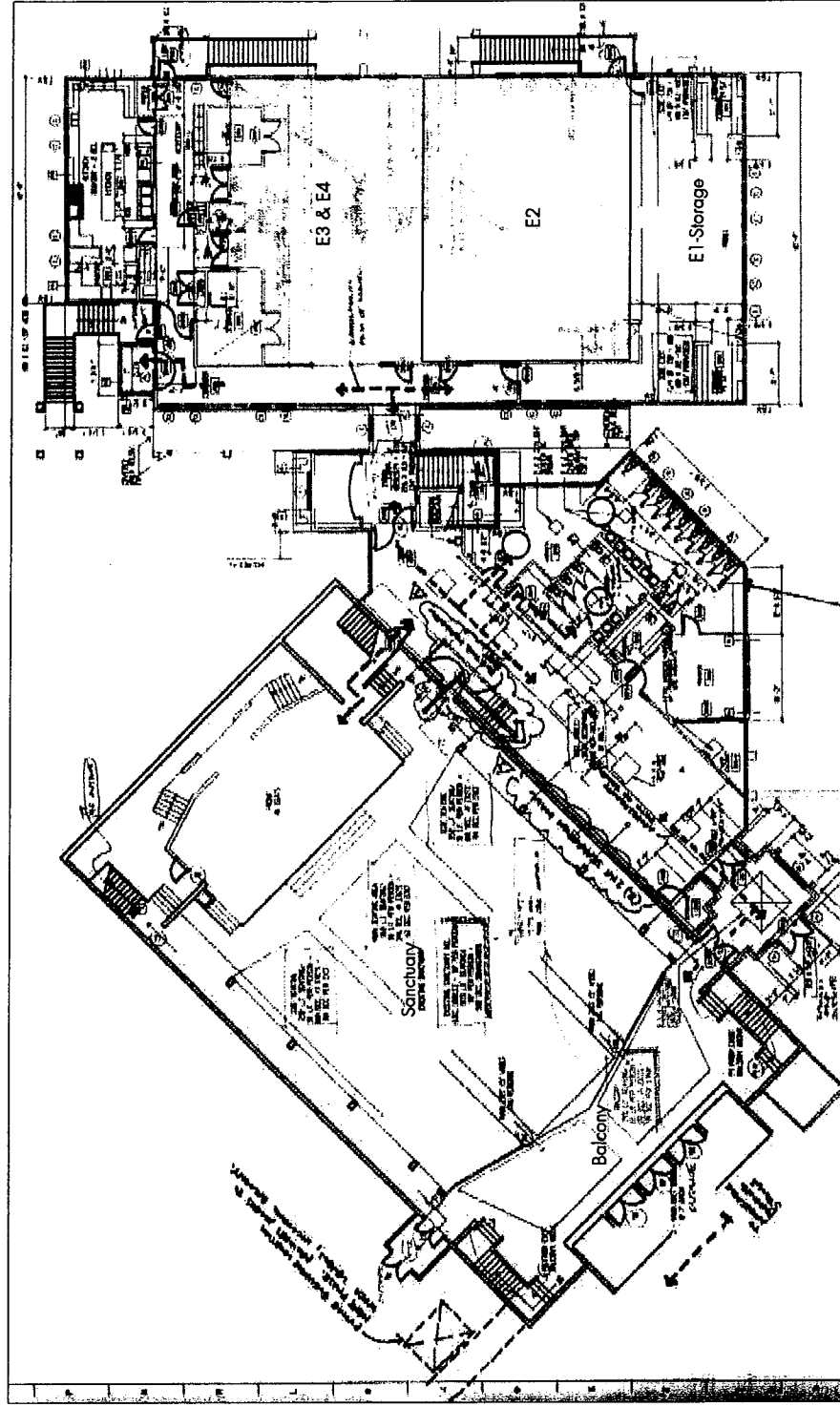
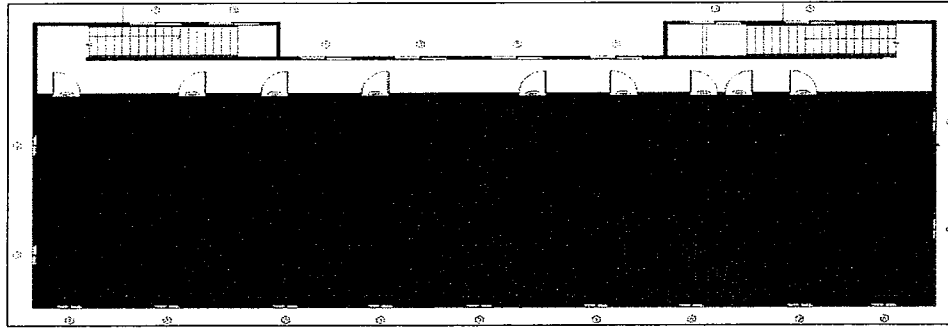
1st Floor Detail D Detail



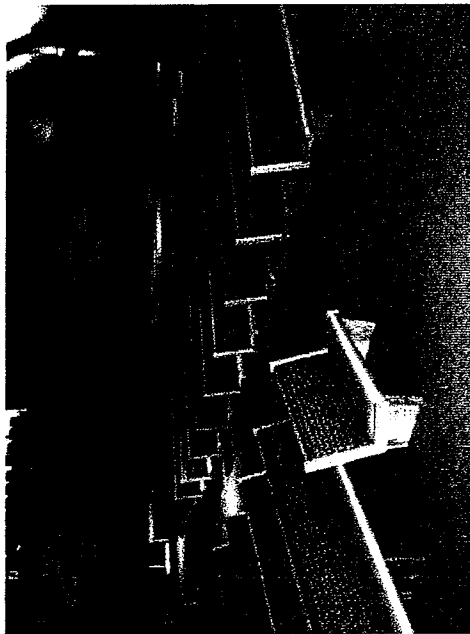
E & F Detail



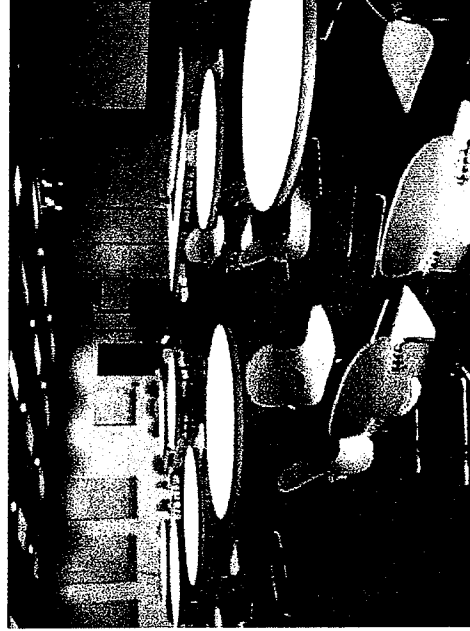
E & F Detail



Photographs of Existing Site:



Sanctuary Seating



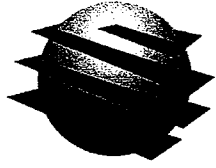
Classroom E2 Seating



F Building Upstairs (Lobby)



Classroom E3/E4 Seating



APPENDIX B:
PROPOSED FUTURE
CONDITIONS

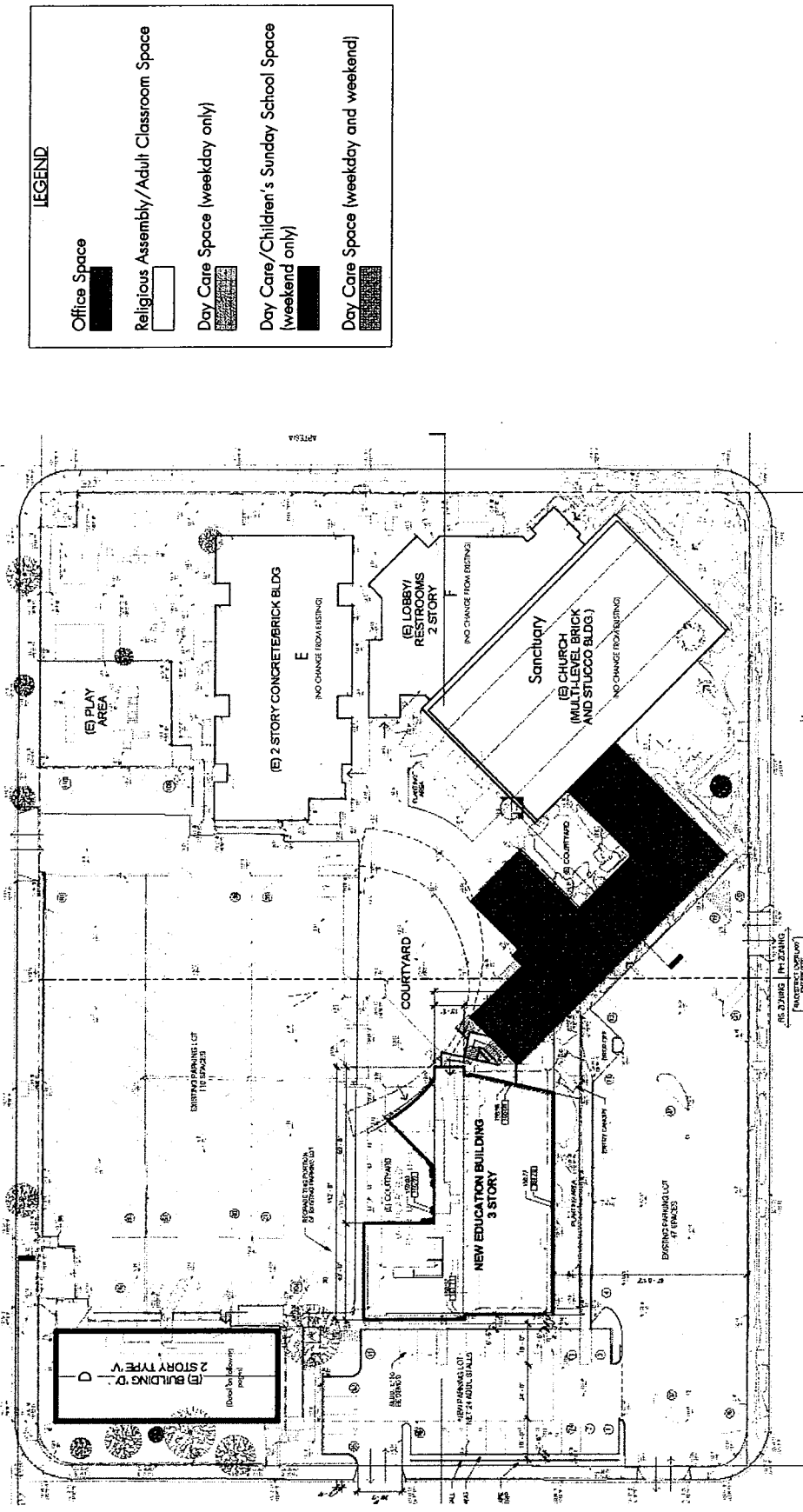
JOURNEY OF FAITH CHURCH
PARKING NEEDS ANALYSIS



OCTOBER 30, 2007

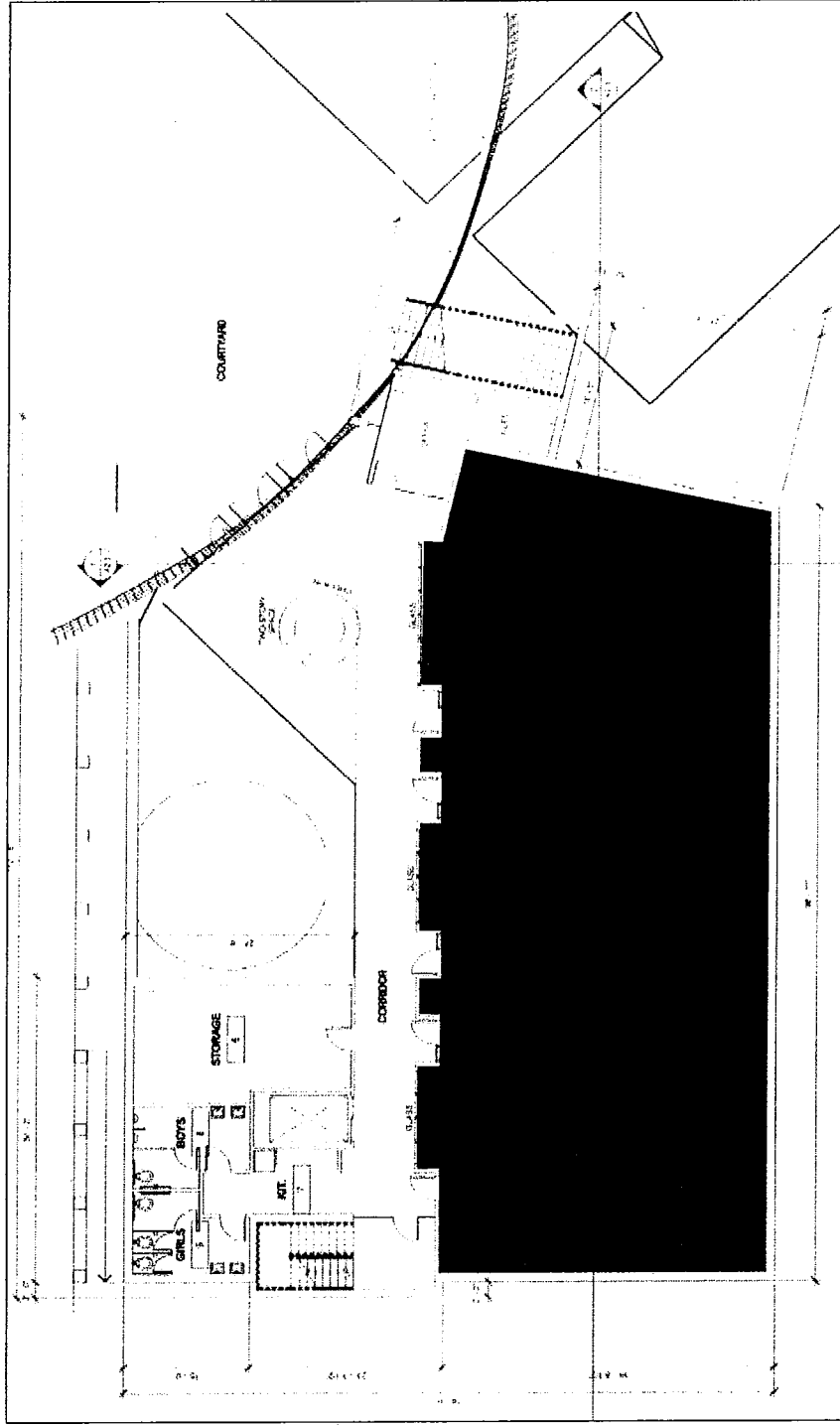
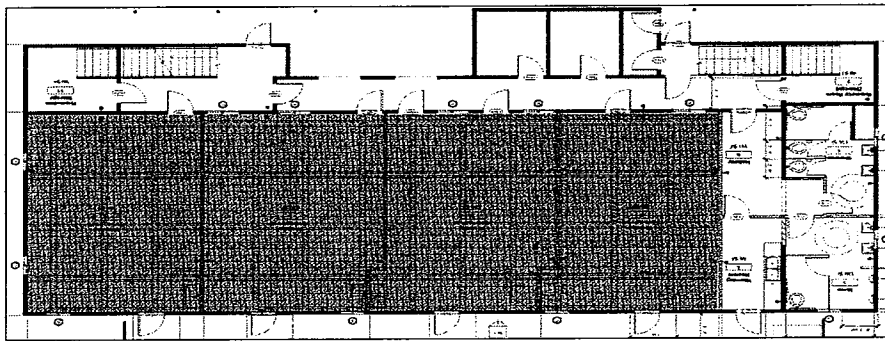
377878.00

APPENDIX B: PROPOSED FUTURE CONDITIONS
Overall Campus

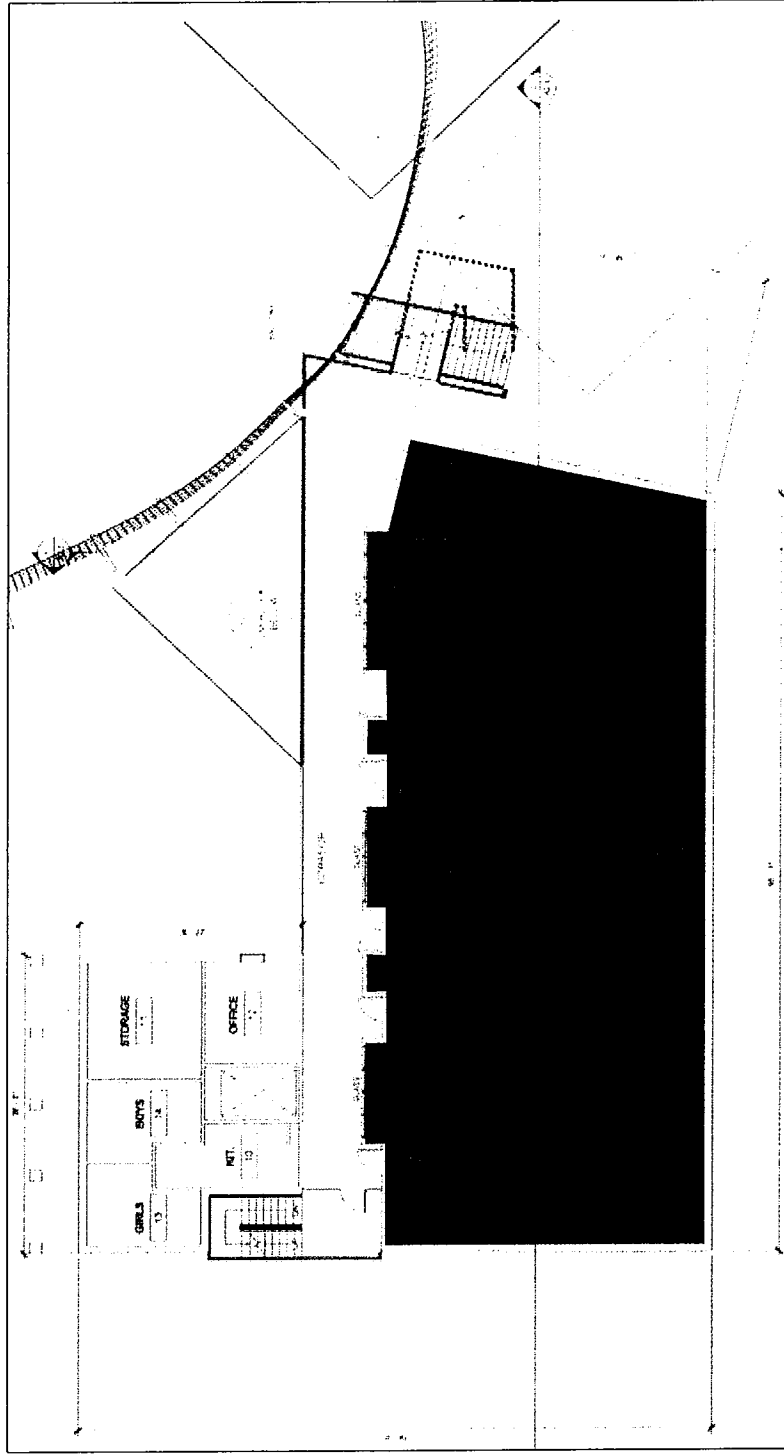
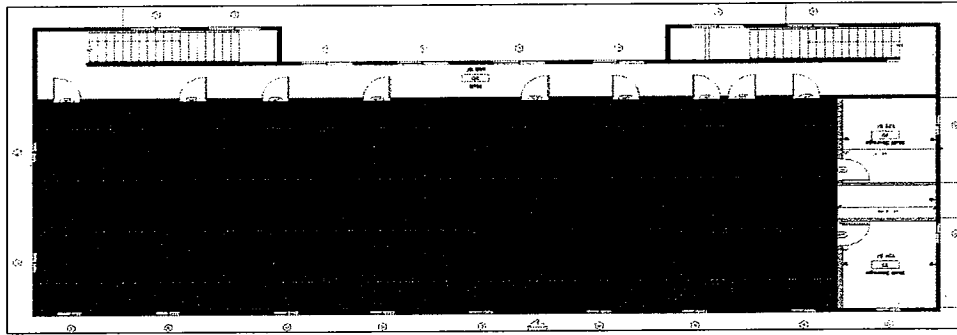


New Education Building Detail

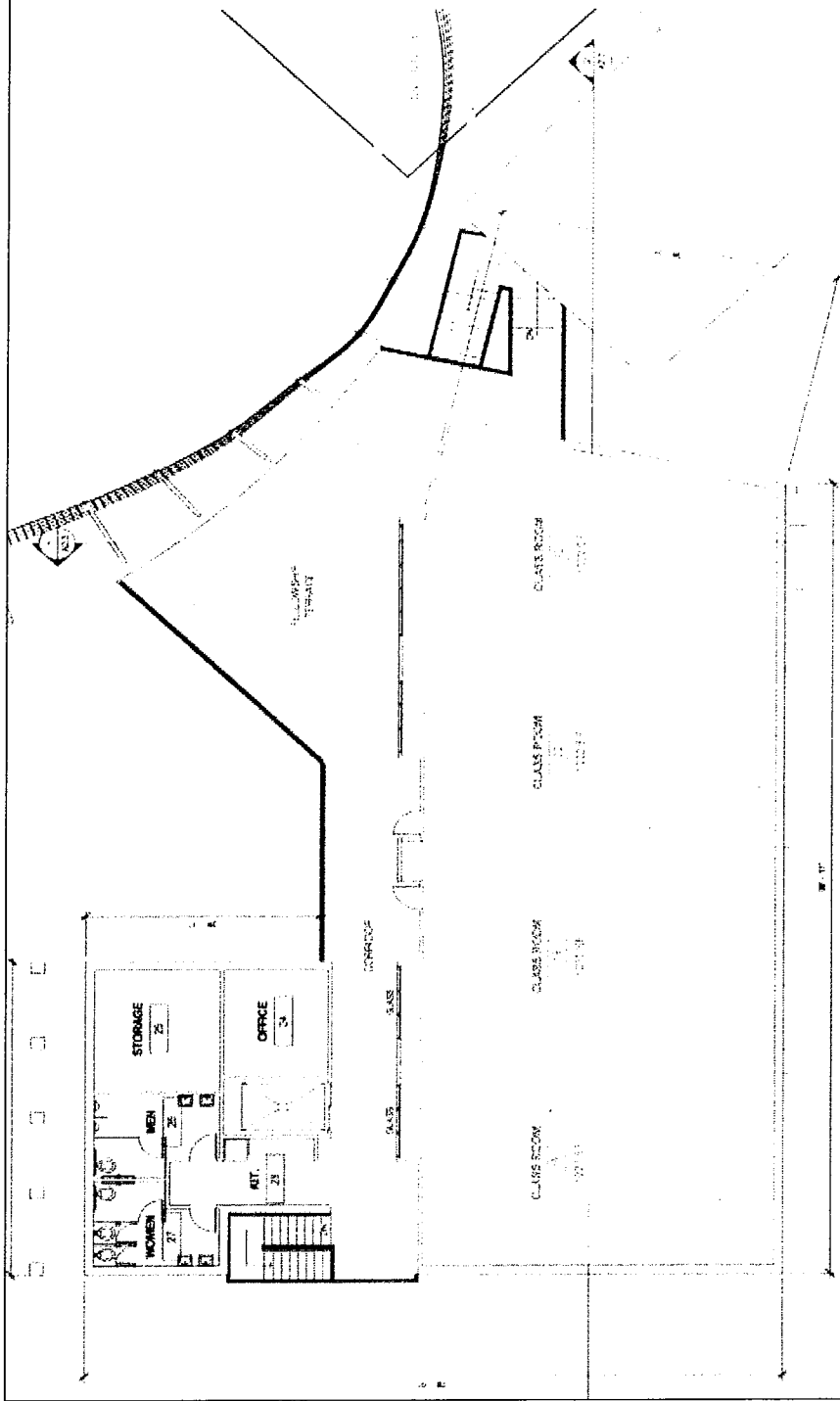
1st Floor Detail D Detail

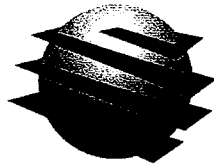


New Education Building Detail



New Education Building Detail





APPENDIX C:
LETTER FROM
MANHATTAN BEACH
UNIFIED SCHOOL
DISTRICT

Beverly J. Rohrer, Ed.D.
Interim Superintendent



**Manhattan Beach
Unified School District**

Board of Trustees
Bill Cooper
Bill Eisen
Nancy Hersman
Amy Howorth
Ida VanderPoorte

325 South Peck Avenue • Manhattan Beach • California 90266 • (310) 318-7345 • FAX (310) 303-3822

October 25, 2007

Richard Thompson
Director of Community Development
Manhattan Beach, California

Dear Richard,

I am please to write this letter at the request Jim VanZanten, a member of the Journey of Faith Church, which is next door to Mira Costa High School. Jim has asked that I make you aware of the School District's long standing relationship with the Church as it relates to allowing Church attendees to use the high school parking lot adjacent to our High School's Administration Building.

We have worked successfully with the Church for more then twenty years in providing them with an ongoing reliable source of overflow or additional parking during their peak activity period on Sundays. As the high school is closed on Sundays, the use of our lot for Sunday overflow parking does not negatively impact our parking situation in any way. We currently have no formal agreement to provide off-site parking for the Church, but intend to continue to allow Church attendees to park in our lot. Also, District policy does not allow for lease agreements greater than a one-year period.

Journey of Faith Church has always been an excellent neighbor and has provided us the use of their buildings and parking on occasion. We regard our relationship as very positive and we are delighted to provide this type of community service. We look forward to continuing our relationship with the church during their modernization activities and for as long as they need additional parking.

Sincerely,

A handwritten signature in black ink, appearing to read "Steve Romines".

Steve Romines, PhD
Assistant Superintendent, Administrative Services
Manhattan Beach Unified School District



WALKER
PARKING CONSULTANTS



CITY OF MANHATTAN BEACH

DEPARTMENT OF COMMUNITY DEVELOPMENT

TO: Dan Moreno, Associate Planner
FROM: Erik Zandvliet, Traffic Engineer
DATE: January 16, 2008
SUBJECT: **Development Review-1243 Artesia Boulevard
Journey of Faith Church Education Building
Parking Needs Analysis and Site Plan Traffic Comments**

The following comments have been prepared to address traffic engineering concerns for the proposed education building at 1243 Artesia Boulevard based on plans prepared by Onyx Architects dated October 26, 2007 and the Parking Needs Analysis prepared by Walker Parking Consultants, dated November 12, 2007.

Parking Needs Analysis

The parking study has been found to be COMPLETE and satisfactory. The analysis relies on a 1997 City approval for a reduced parking requirement and makes calculated assumptions about an increase in on-site parking demand based on additional building square footage and programs. The revised study has eliminated any reliance on street parking to meet the anticipated parking demand.

The existing parking lot would be enlarged from 159 to 181 parking spaces. The existing and future parking demand is calculated using standardized rates for various on-site uses. The calculated future parking demand would be 193 spaces during the Sunday peak period.

The Parking Needs Analysis recommends the excess parking demand of 12 spaces be satisfied by continuation of an open agreement with Mira Costa High School for the use of their parking lot on Artesia Boulevard, approximately 700 feet away.

Since the assumptions used in the Parking Needs Analysis reduce the parking demand below City codes, the following conditions of approval shall be included to prevent overflow parking demand:

1. A Sunday Parking Management Plan shall be submitted for approval by the City Traffic Engineer prior to occupancy and made part of the Conditions of Approval. The plan shall consist, at a minimum, of unrestricted parking of all on-site spaces on Sundays, off-site parking agreement(s), time-limit parking restrictions if appropriate, designated areas for employees, staff and visitors on weekdays, valet and/or passenger loading areas for off-site parking lots, Lot Full signs and parking lot occupancy monitors as appropriate. (COA))



2. An off-site parking agreement shall be maintained for use of the Mira Costa High School Student Center parking lot on Sundays. (COA)
3. Proposed uses and schedule of all occupied space on the church campus as identified in the Parking Needs Analysis shall not be modified without City approval. Classrooms and meeting space identified in the Parking Needs Analysis as vacant during weekdays shall not be occupied except on Sundays without prior City approval. (COA)

Site Plan Comments

4. Parking stall cross-slope shall not exceed 5%. (COA)
5. All two-way driveways and approaches shall be as wide as the aisle it serves. Two-way driveway approaches for the project must be at least 25 feet wide. (COA)
6. Staircases shall not exit directly onto a vehicle aisle or street without a landing. (COA)
7. Provide unobstructed triangle of sight visibility (5' x 15') adjacent to each driveway and behind the ultimate property line when exiting the parking areas without walls, columns or landscaping over 36 inches high, tree trunks excepted. (MBMC 10.64.150) (COA and shown on plans.)
8. If gates are proposed, at least one vehicle must be able to queue outside the proposed access gate in both directions without blocking the sidewalk. (COA)
9. All parking spaces adjacent to an obstruction, except columns, must be at least one foot wider than a standard space. (COA and shown on plans.)
10. At least two feet is required beyond the end of an aisle to provide sufficient back-up space for vehicles in the last space of the aisle. (Not applicable per submitted plans.)(COA)
11. Wheel stops are necessary for all parking spaces inside a parking lot or structure except those spaces abutting a masonry wall or protected by a 6-inch high planter curb. (MBMC 10.64.100D) (COA)
12. Disabled parking must comply with current standards. One or more van size spaces may be required in parking structure with sufficient height clearance. Please note that six (6) accessible spaces are required for 181 parking spaces. See CBC Chapter 11B, Div II and other ADA requirements. (COA)
13. All unused driveways shall be reconstructed with curb, gutter and sidewalk. (COA)
14. Doors and gates along property frontages shall not open across the public right-of-way. (COA)
15. Compact spaces are strongly discouraged. Any compact spaces shall be labeled with a sign and a stencil marking at the back of each space. (COA)
16. A lighting illumination plan shall be submitted for the surface parking lot for approval by the Community Development Department. (MBMC 10/64.170) (COA and shown on plans)
17. Bicycle parking shall be provided at a rate of five percent (5%) of all parking spaces. (MBMC 10.64.80) (COA)

COA – Condition of Approval

Henrik von Buttlar
Judy S. Fujimoto
1208 Tennyson st. #7
Manhattan Beach, CA 90266

City of Manhattan Beach
Mr. Daniel A. Moreno, Associate Planner

Dear Sir,

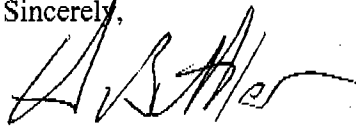
With respect to construction at 1243 Artesia (Journey of Faith), we would like to offer the following for your consideration:

Any additional building height will have significant negative impact on our view and thus property value. The Journey of Faith property already has the tallest building in the neighborhood, visually dominating an otherwise relatively unobstructed view for homeowners and renters in an area zoned for Residential Single Family, not commercial buildings. Approving Variance will have a negative impact on at least 30 Manhattan Beach families living on Prospect and Tennyson. One of the main reasons we nine months ago bought our residence at the address above was its vistas. It was also a reason why the builder could charge a premium for it.

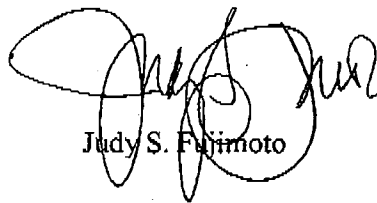
Unlike a Fire Station, Library or Public School, the Journey of Faith School is not a public place and thus has no benefit to 99% of the residents of Manhattan Beach. Also, unlike any other business or person in Manhattan Beach, the Journey of Faith Church has tax-exemptions that limits its contributions to the City.

Thus, as we as neighbors will be negatively impacted both aesthetically and financially and the remaining residents of Manhattan Beach derive no benefits, we strongly oppose any approval of Variance to building limits and codes set forth by our State, County and City.

Sincerely,



Henrik von Buttlar



Judy S. Fujimoto

EXHIBIT
F

January 15, 2008

Planning Commission
City of Manhattan Beach
1400 Highland Avenue
Manhattan Beach, CA 90266

Re: Journey of Faith Building Replacement Project

Dear Planning Commissioners:

I received your letter regarding a new project at Journey of Faith Church here in Manhattan Beach since I own the property at 1208 Tennyson # 6.

I have discussed the planned improvements with Jim Van Zanten. The improvements will beautify the neighborhood.

I am greatly in favor of this project.

Sincerely,

A handwritten signature in black ink, appearing to read "Mickey Roughen", written over a horizontal line.

Mickey_Roughen_
1208_Tennyson_#6
MB,_CA_90266

January 14, 2008

Planning Commission
City of Manhattan Beach
1400 Highland Avenue
Manhattan Beach, CA 90266

Re: Journey of Faith Building Improvements

Dear Planning Commissioners,

I received your letter regarding a new project at Journey of Faith Church here in Manhattan Beach. I am in favor of this project as I will expect it to certainly increase the value of this area.

This church has never caused any problems. I am quite sure that the property will be attractive and be architecturally desirable. I own the property at 1202 Tennyson #8.

Sincerely,

A handwritten signature in black ink, appearing to read 'Teresa Roughen', with a long horizontal flourish extending to the right.

Teresa Roughen

January 11, 2008

Planning Commission
City of Manhattan Beach
1400 Highland Avenue
Manhattan Beach, CA 90266

Re: Journey of Faith; 1243 Artesia; Replacement of Old Buildings

Dear Planning Commissioners:

I received the letter regarding a new project at Journey of Faith Church here in Manhattan Beach. I own the property at 1202 Tennyson # 3. I am very much in favor of this project as I will expect it to certainly increase the value of my property.

I particularly like the landscaping that is planned for the parking lots and the campus feel in the renderings.

This improvement will be a tremendous advancement for the neighborhood.

Sincerely,


Kevin Roughen

January 15, 2008

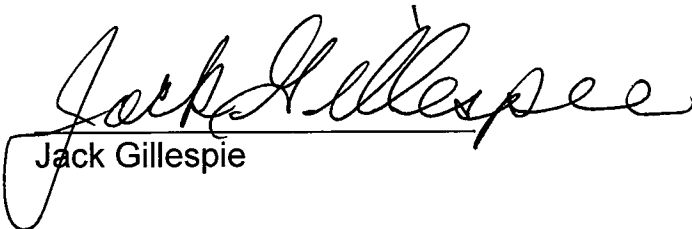
City of Manhattan Beach
1400 Highland Avenue
Manhattan Beach, CA 90266

Subject: In favor of new Journey of Faith project

To whom it may concern,

I own the property at 1202 Tennyson #3. Thank you for the update on the new building at Journey of Faith Church. I am very happy with what it will provide to this area of Manhattan Beach. The plans look great and I am looking forward to the finish product. I believe it will be an improvement to the neighborhood as Journey of Faith has always provided a positive and attractive property. We think that property values will be immeasurably affected with the new improvements and we look forward to future value increases in our neighborhood.

Regards,



Jack Gillespie