

**CITY OF MANHATTAN BEACH  
DEPARTMENT OF COMMUNITY DEVELOPMENT  
STAFF REPORT**

**TO:** Planning Commission

**FROM:** Anne McIntosh, Director of Community Development

**BY:** Nhung Madrid, Senior Management Analyst  
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**DATE:** June 13, 2018

**SUBJECT:** Consideration of a Code Text Amendment to Modify Title 10 (Planning and Zoning) of the Manhattan Beach Municipal Code as it Relates to the Commercial Development in the General Commercial (CG) Zoning District Along Sepulveda Boulevard

**RECOMMENDATION:**

Staff recommends that the Planning Commission CONDUCT a Public Hearing and ADOPT a Resolution (Attachment A) recommending to the City Council adoption of the proposed code text amendment to modify Title 10 (Planning and Zoning) of the Manhattan Beach Municipal Code as it relates to the commercial development standards in the General Commercial (CG) zoning district along Sepulveda Boulevard.

**BACKGROUND:**

The Sepulveda Corridor has been discussed and studied many times over the last 20 years to determine if more intentional planning could result in more development cohesion along this arterial. Recently, there was discussion of a Sepulveda Specific Plan, but rather than undertaking new planning efforts, staff evaluated previous reports and recommended various planning initiatives focused on economic vitality, planning, parking, traffic and overall corridor beautification.

As directed by the City Council at their September 19, 2017 meeting, staff convened five public meetings with an Ad Hoc Community Working Group, and through their discussions, the Group made a series of recommendations, resulting in The Sepulveda Initiatives Working Group Report (Attachment B). This report summarizes both the process and outcome of an accelerated effort in response to the following City Council approved Work Plan:

1. Initiate a zone text amendment to:
  - a. Add incentives for the redevelopment of “opportunity sites” for hotels and/or mixed use developments;
  - b. Possibly limit (but not prohibit) new office uses using a cap, or a locational requirement, or allowing only as part of mixed-use development; and
  - c. Update commercial parking requirements.

2. Amend the Sepulveda Boulevard Development Guide to include standards for addressing the commercial/residential interface on east/west streets and at the rear of commercial properties.
3. Appoint a Working Group committee to work with staff and guide policy alternatives.

**DISCUSSION:**

On April 25, 2018 staff presented the Working Group Summary Report to the Planning Commission and received feedback and direction to prepare a draft code text amendment to modify certain portions of the zoning ordinance as it relates to commercial development standards within the General Commercial (CG) zoning district along Sepulveda Boulevard.

On May 23, 2018, staff returned to the Planning Commission with code text amendment language that would allow for increased building height as well as more flexible development standards to expand opportunities for certain desirable land uses, including hotels and mixed use (commercial with residential). The proposed text amendment would incorporate a new design overlay. The D-8 Sepulveda Boulevard Corridor Overlay (Attachment A, Exhibit A) would include flexible development standards and features identified by the Working Group that could be used as an incentive to attract uses and development that is deemed desirable.

The Planning Commission conducted a public hearing and received public testimony from 14 residents/community members. During public testimony, several questions and/or concerns were raised related to the proposed amendments. In order to address these questions and/or concerns, staff has provided additional information and/or clarification within each development standard subsection below.

Development Standards

The Working Group discussed developing more flexible development standards in return for desirable uses and features, in an attempt to attract uses and development that was deemed desirable by the Group members. In summary, the Group generally supported flexible development standards related to parking, height, and setbacks as described in further detail below.

*Issue #1: Height*

The Working Group indicated that the height limit along the Corridor was one of the biggest obstacles facing development. The maximum allowed height limit within the General Commercial (CG) zoning district is 30 feet. However, a roof pitch of at least four (4) vertical feet for each twelve (12) lineal feet of roof area is required. If the roof pitch is less, the maximum building height is twenty-two (22) feet unless structure parking is provided at or below ground level within the building footprint. This development standard limits the maximum allowed height for many structures to only 22 feet, in that, much of the development proposed is often times of modern or contemporary architectural design which is characterized by a flat roof design. The Working Group suggested the following related to height:

#### Ad Hoc Working Group Input

- Modifying the height limit to allow contemporary/modern/flat-roof design buildings to be built at thirty (30) feet (i.e. 3-story) without the need of a 4:12 roof pitch and without the need to have structure parking at the ground or below ground levels.
- Changing the height limit to allow contemporary/modern/flat-roof design buildings to be built at a height greater than thirty (30) feet (i.e. more than 3-story) without the need of a 4:12 roof pitch and without the need to have structure parking at the ground or below ground levels.

#### Planning Commission Input

Based on the input received from the Working Group, the Commission generally supported increasing the height limit to allow contemporary/modern/flat-roof design buildings to be built at a height greater than thirty (30) feet and/or up to forty (40) feet without the need of a 4:12 roof pitch, and without the need to have parking at the ground or below ground levels.

In addition, there was a general consensus to allow roof mounted mechanical equipment and elevator shafts to exceed the maximum allowed height limit, by five feet, so long as it is properly screened and located in an area that would not be visible or adversely impact the surrounding properties.

Although the proposed amendments allow buildings to be built at a higher height, no additional square footage will be allowed and the maximum allowed square footage will remain the same. In addition, a Use Permit is required in order to take advantage of the height increase incentive and the applicant would have to demonstrate that no impacts would be generated on the adjacent properties. The ordinance will also include certain criteria that will require project sites to be a minimum depth and square footage in order to qualify to take advantage of the increased height flexibility.

#### *Issue #2: Setbacks*

The required setbacks within the CG zone along Sepulveda Boulevard are relatively generous as they currently exist. For conventional setbacks, there are almost no required setback standards as part of the CG zoning district with the exception of a required ten (10) foot front yard setback on the west side of Sepulveda Boulevard and a daylight plane requirement that would require increased setbacks for multi-story buildings. However, if mixed use development is allowed in the CG zoning district, it may benefit from more relaxed setbacks for all residential portions of the development.

Currently, as part of mixed use projects, the residential standards for the RH district and area district in which the site is located apply to a building intended for residential use, and commercial standards apply to a building or portion of a building intended for commercial use. Reduced setback standards would provide additional flexibility for mixed use development if it were allowed within the CG zoning district.

### Ad Hoc Working Group Input

- Daylight Plane Requirement: Change the day-light plane requirement in order to allow additional flexibility for new commercial or mixed use projects. This additional flexibility will only be eligible for uses/projects that are deemed desirable and within the CG zone along Sepulveda Boulevard. Additional flexibility may be needed if additional height is granted (i.e. greater than 30 feet/3-stories).
- Conventional Setbacks: Modify existing setbacks in order to accommodate mixed use development and provide additional flexibility for all residential portions of a mixed use project.

### Planning Commission Input

Based on the input from the Working Group, the Commission generally supported allowing flexibility for the daylight plane requirement and unanimously supported allowing mixed use development within the CG zoning district along Sepulveda Boulevard and supported modifying existing setback standards in order to accommodate mixed use development and provide flexibility for all residential portions of a mixed use project. Due to the complexity of modifying the existing mixed use standards, the Commission supported staff's recommendation to return to the Commission with a code text amendment revising the mixed use standards to allow additional flexibility within the CG zoning district along Sepulveda Boulevard at a later time.

During the Planning Commission meetings, the public did express concerns regarding the increased height as well as the change to the daylight plane requirement. Currently, the zoning code requires that along a rear property line abutting a residential district, structures will not intercept a "one-to-one" or forty-five-degree (45°) daylight plane inclined inward from a height of fifteen feet (15') above existing grade at the property line. This has been changed so that along a rear property line abutting a residential district, structures will not intercept a sixty-degree (60°) daylight plane inclined inward from a height of fifteen feet (15') above existing grade at the property line. The daylight plane requirement acts as a setback in that it requires buildings to be further setback along the upper floor levels (floor levels above the 1<sup>st</sup> floor level) when abutting a residential property at the rear.

Staff has also incorporated a minimum lot depth and lot square footage requirement to help alleviate any impacts that may be generated as a result of the modification to the daylight plane requirement. Furthermore, in order for a project to take advantage of the reduction in the daylight plane requirement they would need to secure approval of a Use Permit and demonstrate that no impacts would be generated on the adjacent properties.

### Desirable Uses and Features

In terms of desirable uses and features that the City would receive and/or benefit from in return for more flexible development standards, the Working Group's discussions generally focused on uses that may be lacking along the Corridor, uses that may be present in other areas of the City, or uses that neighboring cities may have.

### *Issue #3: Uses and Features*

#### Ad Hoc Working Group Input

- The Group suggested desirable uses such as high end restaurants, mixed use development, hotels, and community related amenities like a local theater and/or children's museum.
- The Group commented that there are uses that currently exist, and still support and encourage such neighborhood serving uses like the local dry cleaners, coffee shop, UPS Store, etc..
- The Working Group did not suggest the need to limit or further regulate office/medical uses on the Corridor. This discussion was raised in response to Interim Zoning Ordinance (IZO) No. 17-0020-U that is currently in effect which prohibits new health care facilities on Sepulveda Boulevard without a Use Permit.
- The Working Group expressed a desire for beautification along the Corridor and having beautification standards. This could be accomplished through a beautification and improvement fund. There was also a desire to have a more uniform look for improvements in the right of way to achieve consistent design along the Corridor.
- The Working Group also supported other features such as nighttime lighting for pedestrian safety along the Corridor, wider sidewalks and increased buffers on Sepulveda but also along the residential zoning district. Lastly, the group suggested a tourism tax assessment as it relates to hotels.

#### Planning Commission Input

The Commission briefly discussed the suggested land uses, and as previously mentioned, the majority of the uses are already allowed uses, with the exception of residential/commercial mixed use. The Commission supported adding mixed use on the Corridor, however, due to the complexity of modifying the existing mixed use standards, the Commission supported staff's recommendation to return to the Commission with more information. In addition, the Commission will need to determine which land uses will be eligible to take advantage of the flexible development standards such as setbacks, height, parking requirements and so forth. If mixed use is allowed, the Commission may establish a mixed use (residential to commercial) ratio.

The Commission discussed the topic of medical/office uses along the Corridor, and did not suggest incorporating new regulations.

#### Sepulveda Boulevard Development Guide

##### *Issue #4: Amend Sepulveda Boulevard Development Guide*

The Sepulveda Boulevard Development Guide was adopted in 1997. These guidelines are intended to encourage certain desirable elements to be included within development projects on the Corridor, and supplement the City Zoning requirements as part of the discretionary project review and approval process. The guidelines address such issues as vehicular access, pedestrian access, sidewalk dedication, building orientation, visual aesthetics, residential nuisances,

landscaping, signs and utility undergrounding. As guidelines, they are not mandatory, like development standards, they instead provide guidance to applicants, staff, the Planning Commission and the City Council when reviewing projects. Although these guidelines were adopted 20 years ago, the majority of the guidelines remain applicable, as confirmed through discussions with the Working Group.

#### Ad Hoc Working Group Input

The Working Group generally supported the current guidelines, as written, and recommended fairly minor modifications including:

1. Emphasis on improving the pedestrian experience through wider sidewalks and landscaping, especially on areas of Sepulveda with greater pedestrian use.
2. Emphasis on safe and appealing vehicular points on entry to Sepulveda businesses (especially restaurant, retail and service uses) from perpendicular (west-to-east) access streets oriented to adjacent residential neighborhoods. This includes easier and safer access from the sidewalk as opposed to walking through an existing parking lot not striped for pedestrian access.
3. Desirability of more pronounced buffer zones between commercial and residential zones.
4. If mixed use residential/commercial development is conditionally permitted on Sepulveda, then specific site design guidelines should be required.
5. Standard requirements for larger discretionary projects:
  - a. Require neighborhood meeting before project submittal
  - b. Recommend initiation of a Neighborhood Traffic Management Plan

#### Planning Commission Input

The Commission did not have any concerns about these modifications and support incorporating these five modifications and updating the Sepulveda Boulevard Development Guide.

#### Commercial Parking

##### *Issue #5: Update Commercial Parking Standards*

#### Ad Hoc Working Group Input

The Working Group did not feel that a reduction in parking should be offered as an incentive to attract certain business types, however, it was the general consensus of the Group that the City's commercial parking codes be updated to more closely match the current regional and national parking rates. While many of the City's parking codes are satisfactory, some parking requirements should be modified to prevent parking deficiencies that may cause overflow parking into surrounding neighborhoods or conversely require surpluses that discourage development of desirable uses. Additionally, restaurant and coffee house parking codes should be revised to remove ambiguity in calculating the required parking using seating area. Better definition and certainty of certain parking codes would be beneficial for developers.

The Working Group supported parking agreements which would allow neighboring properties to share parking in order to meet parking demand requirements if one property had a parking surplus. The Working Group also generally agreed that a defined parking reduction would be appropriate for certain mixed-use developments that share the same parking area. It was felt that any significant or atypical reduction would need to be supported by a professional parking study, but could be administratively approved if specific guidelines are established.

#### Planning Commission Input

Due to the unique issues related to parking requirements, the Planning Commission supported staff's recommendation that the suggested parking code revisions and amendments be reviewed first by the Parking and Public Improvements Commission (PPIC), then brought back to the Planning Commission in fall 2018, after the other Sepulveda Initiatives have been implemented.

During the Planning Commission meeting, members of the public expressed concerns regarding changes or reduction to the parking standards. To further clarify, no changes to the parking standards are proposed at this time as part of this amendment. The only change to parking involves removing the requirement that the parking be provided at the ground or below ground level as part of the building footprint (as part of Issue # 1). This code amendment is only removing the requirement that the parking be located as part of the building footprint at the ground or below ground level, however, all projects will have to comply with all parking requirements and would have to provide off-street parking as part of the project. This portion of the code is being amended, in that, it accomplishes nothing, but to require that the parking be incorporated as part of the building footprint.

#### Change of Use

The current zoning ordinance requires a use permit for a change of use for a single-use tenant improvement project with more than five thousand (5,000) square feet of buildable floor area or more than ten thousand (10,000) square feet of land area and a master use permit for a change of use for a multiple-use tenant improvement project with more than five thousand (5,000) square feet of buildable floor area or more than ten thousand (10,000) square feet of land area. Staff incorporated a provision within the code amendment (MBMC Section 10.44.040.v.) that will not require a Use Permit or Master Use Permit for a change of use so long as the use is permitted by right and the change of use does not intensify the use or parking as part of the project. No additions in square footage will be allowed as part of this provision. This will allow tenant improvement projects within the overlay involving a change of use to secure needed permits and approvals faster and more efficiently without the need of a Use Permit.

During the Planning Commission meeting on May 23 staff received comments pertaining to this provision from the public. The public had concerns regarding bars or alcohol establishments being allowed without the need of a Use Permit. However, the provision within the code amendment would not allow any intensification in use or parking. It would only allow a change of use for businesses that are permitted by right by the code (as part of Section 10.16.020). Also, no net addition of buildable floor area would be allowed in conjunction with this provision.

## Senior Housing option

The recent application by Sunrise Senior Living for a development on Sepulveda at the “Goat Hill” site, has raised the question of whether senior housing would be another use to consider on Sepulveda.

Residential Care Facility is a use that is permitted in the General Commercial (CG) zoning district with approval of a Use Permit, although the General Plan precludes housing on Sepulveda Boulevard. The City’s housing element expressly focuses future housing opportunities in other commercial zones – CD (Downtown), CL (Local) and CNE (North End), not on Sepulveda. And there are two RSC (Residential Senior Citizens) sites in the City – along Valley where the Belamar is located and in the Manhattan Village where the Senior Villas are located. Currently, housing is not a permitted use in the zoning code along Sepulveda Boulevard. The Sepulveda Corridor Working Group discussed housing as a possible use several times during their meetings, and concluded that housing would be a desirable use as part of a mixed use project on Sepulveda. This could be rental housing for any demographic, and would be an incentivized use that could request the height bonus. However, the Working Group did not feel that a stand-alone, single use residential housing project would be desirable.

The Director of Community Development determined that the Sunrise Senior Housing project is a stand-alone, single use residential housing project with an assisted living component, and would not be permitted under the zoning code as it is currently written. The applicant contested the definition and appealed the decision to the Planning Commission. This appeal will come before the Planning Commission as a separate item in the near future.

State housing law, and the Manhattan Beach General Plan and Zoning Ordinance, define senior housing as its own residential use, separate from other types of housing. In spite of the appeal, it would be appropriate for the Planning Commission to discuss the specific need for housing for seniors and whether or not it would be desirable to allow senior housing as a stand-alone use along Sepulveda Boulevard. This could be added at any location, or it could be allowed with the RSC designation at specific locations. The proximity of senior housing to the myriad medical uses on Sepulveda could make this a desirable future location for seniors.

### **PUBLIC INPUT:**

Public outreach has been performed since commencement of the project in September 2017, and further described in detail in the attached report. The City convened five public Ad Hoc Working Group meetings from January through March. Additionally, all meetings had community members in attendance, and a dedicated webpage was created and maintained to keep the community apprised of the project. The report recommendations were derived from feedback provided by the Ad Hoc Working Group.

The Sepulveda Initiatives Working Group Summary Report and the April 25, 2018 Planning Commission meeting was noticed in The Beach Reporter; the City issued a Press Release; and over 500 postcard notices were mailed to all commercial properties along the Sepulveda Boulevard Corridor (notices mailed to property owners and occupants).



The May 23, 2018 Public Hearing was noticed using the City's standard noticing practices. In addition, nearly 4,000 meeting notices were mailed to all occupants and property owners within a 500 foot radius of the General Commercial (CG) zoning district along Sepulveda Boulevard.

Tonight's Public Hearing was noticed in The Beach Reporter on May 31 and June 7 (Attachment C). All public comments received as of June 5, 2018 have been provided in Attachment D. Any comments received after this date will be provided to the Commission at or before the meeting.

**ENVIRONMENTAL DETERMINATION:**

The City has reviewed the proposed activity for compliance with the California Environmental Quality Act (CEQA) and has determined that there is no possibility that the activity may have a significant effect on the environment; therefore, pursuant to Section 15061(b)(3) Guidelines the activity is not subject to CEQA. Thus, no environmental review is necessary.

**CONCLUSION:**

At this time, staff recommends that the Planning Commission CONDUCT a Public Hearing and ADOPT a Resolution recommending to the City Council adoption of the proposed code text amendment to modify Title 10 (Planning and Zoning) of the Manhattan Beach Municipal Code as it relates to the Commercial Development in the General Commercial (CG) zoning district along Sepulveda Boulevard.

Due to the accelerated project timeline, following tonight's public hearing, staff will provide the City Council with a verbal update of the Commission's recommendations at their June 19, 2018 meeting.

With an accelerated project timeline, the Commission's recommendations will go before the City Council on June 19, 2018. However, due to the timing of tonight's meeting and the posting of the June 19, 2018 City Council agenda occurring concurrently, staff will present the Commission's recommendations verbally to the City Council.

**ATTACHMENTS:**

Attachment A – Resolution

Attachment B – Sepulveda Initiatives Ad Hoc Working Group Summary Report

Attachment C – The Beach Reporter Public Hearing Notice

Attachment D – Public Comments

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**RESOLUTION NO. 18-\_\_\_\_\_**

**A RESOLUTION OF THE MANHATTAN BEACH PLANNING COMMISSION RECOMMENDING THAT THE CITY COUNCIL ADOPT AMENDMENTS TO MUNICIPAL CODE CHAPTERS 10.16 AND 10.44 RELATED TO COMMERCIAL DEVELOPMENT STANDARDS ALONG SEPULVEDA BOULEVARD AND AMEND THE ZONING MAP**

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

Section 1. The Planning Commission hereby makes the following findings:

A. On May 23, 2018 and June 13, 2018 the Planning Commission conducted a duly noticed public hearing on commercial development standards along Sepulveda Boulevard, and reviewed proposed text amendments to Chapters 10.16 and 10.44 of the Municipal Code as well as the amended Zoning Map incorporating the D8- Sepulveda Boulevard Corridor Overlay (Exhibit A), part of the City's Zoning Ordinance.

B. The Planning Commission public hearing for May 23, 2018 and June 13, 2018 included a ¼ page display ad public notice published in *The Beach Recorder*, a newspaper of general circulation in Manhattan Beach.

C. The proposed text amendments have been prepared in accordance with Government Code Sections 65853, *et seq.*

D. The proposed text amendments are exempt from environmental review under the California Environmental Quality Act, (California Public Resources Code §§ 21000, *et seq.*, ("CEQA")) and the CEQA Guidelines (14 California Code of Regulations §§ 15000, *et seq.*) 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. Therefore, the Planning Commission finds that the amendments are not subject to CEQA pursuant to CEQA Guidelines Section 15061(b)(3).

E. The proposed text amendments are consistent with the General Plan Goals and Policies:

Land Use Element Goal LU-6: Maintain the viability of the commercial areas of Manhattan Beach.

Land Use Element Policy LU-6.2: Encourage a diverse mix of businesses that support the local tax base, are beneficial to residents, and support the economic needs of the community.

Land Use Element Policy LU-6.3: Recognize the need for a variety of commercial development types and designate areas appropriate for each. Encourage development proposals that meet the intent of these designations.

Land Use Element Policy LU-6.4: Recognize the unique qualities of mixed-use areas and balance the needs of both the commercial and residential uses.

**ATTACHMENT A  
PC MTG 06-13-18**

Land Use Element Goal-8: Maintain Sepulveda Boulevard, Rosecrans Avenue, and the commercial areas of Manhattan Village as regional-serving commercial districts.

Land Use Element Policy LU-8.1: Ensure that applicable zoning regulations allow for commercial uses that serve a broad market area, including visitor-serving uses.

Section 2. The Planning Commission hereby recommends that the City Council amend MBMC Section 10.16.020 to substantially read as follows, with all other portions of Chapter remaining in effect without amendment:

**Section 10.16.020 – CL, CC, CG, CD, CNE districts: land use regulations.**

	CL	CC	CG	CD	CNE	Additional Regulations
<b>Nonconforming uses</b>						(H)
Mixed Use	U	-	L-25	U	U	

L-25 Mixed use allowed within the CG district is only allowed within the D8—Sepulveda Boulevard Corridor Overlay.

Section 3. The Planning Commission hereby recommends that the City Council amend MBMC Chapter 10.44 to substantially read as follows, with all other portions of Chapter remaining in effect without amendment:

**Chapter 10.44 – D Design Overlay District**

10.44.010 - Specific purpose and applicability.

The specific purpose of the D design overlay district is to provide a mechanism to establish specific development standards and review procedures for certain areas of the City with unique needs, consistent with General Plan policies. This will ensure that the low-profile image of the community is preserved and neighborhoods protected from adverse effects of noise and traffic. It also will prevent development that may be detrimental to these areas, such as buildings that affect the privacy of adjoining properties or increases shadows.

Eight subdistricts are established:

D1—Rosecrans Avenue, where higher fences in the front-yard setback area are needed to reduce traffic noise;

D2—11th Street, where limitations on building height and density are needed to minimize building bulk and buffer adjoining residences;

D3—Gaslamp neighborhood, where special design standards and review procedures are needed to preserve existing neighborhood character;

D4—Traffic noise impact areas, where higher fences are needed to reduce traffic noise;

D5—North end commercial, where special design standards are needed for the north end commercial area to accommodate additional residential development;

D6—Oak Avenue, where special design standards, landscaping and buffering requirements are needed to allow commercial use of property in a residential area adjacent to Sepulveda Boulevard;

D7—Longfellow Drive area, including residential lots in Tract 14274 located on Longfellow Drive, Ronda Drive, Terraza Place, Duncan Drive and Kuhn Drive, where a special minimum lot area requirement and restriction on subdivision is needed to preserve the character of the neighborhood, including views and privacy, and prevent unwanted impacts from increased traffic, bulk and crowding that would result from increased density.

D8—Sepulveda Boulevard Corridor Overlay, where more flexible development standards are needed in order to continue to promote desirable development, uses and economic vitality within the General Commercial (CG) zone. Only land uses listed as part of Section 10.44.040 (s) are eligible for flexible development standards. All land uses not listed under Section 10.44.040 (s) shall comply with all requirements contained within Chapter 10.16 of this title.

(Ord. No. 1832, Amended, 01/17/91; Ord. No. 1838, Renumbered, 07/05/91; § 2 (part), Ord. 2062, eff. October 7, 2004)

10.44.020 - Zoning map designator and overlay initiation.

- A. The D design overlay district may be combined with any zoning district. Each D overlay district shall be shown on the zoning map by adding a "-D" to the base district designator followed by the appropriate subdistrict number.
- B. A design overlay district may be initiated by the Planning Commission or City Council, or fifty-one percent (51%) of the property owners in the proposed overlay area and otherwise in accordance with applicable materials within Chapter 10.96, Amendments.

(Ord. No. 1832, Amended, 01/17/91; Ord. No. 1838, Renumbered, 07/05/91; Ord. No. 1891, Amended, 01/06/94)

10.44.030 - Land use and development regulations.

The land-use and development regulations applicable in a D district shall be as prescribed for the base zoning district with which it is combined unless modified by another overlay district, provided that the requirements of the schedule on the following page shall be in addition and shall govern where conflicts arise. The individual columns of the schedule prescribe basic requirements for each subdistrict; letters in parentheses or superscript refer to additional regulations following the schedule with cross-references as appropriate to other sections of this title.

(Ord. No. 1832, Amended, 01/17/91; Ord. No. 1838, Renumbered, 07/05/91)

10.44.040 - Building permits to conform to overlay district regulations.

Applications for building permits for projects within a D overlay district shall be accepted only if project plans are consistent with the development regulations of this chapter and with all other applicable requirements of this Code. The regulations imposed by this section shall apply to any new structures or improvements, intensification of use, or enlargement of an existing structure.

<b>D DESIGN OVERLAY DISTRICT: DEVELOPMENT REGULATIONS</b>	
<b>D1—Rosecrans west of Laurel Avenue</b>	<b>D5—North End Commercial</b>
<b>D2—11th and Aviation Boulevard</b>	<b>D6—Oak Avenue Overlay</b>
<b>D3—Gaslamp Neighborhood</b>	<b>D7—Longfellow Drive Area Overlay</b>
<b>D4—Traffic Noise Impact Areas</b>	<b>D8—Sepulveda Boulevard Corridor Overlay</b>

Subdistricts	D-1	D-2	D-3	D-4	D-5	D-6	D-7	D-8
Minimum Site Area	-	-	-	-	-	(o)		-
Minimum Lot Area							(q)	-
Maximum Building Height (ft.)	-	26	26 <sup>(c)</sup>	-	30 <sup>(g)</sup>	26		(s)
Minimum Lot Area per Dwelling Unit (sq. ft.)	-	1,800	-	-	-	-		-
Maximum Fence Height (ft.)	6 <sup>(a)</sup>	-	-	8 <sup>(b)</sup>	-	-		-
Public Hearing and Environmental Review	-	-	(d)	-	-	-		-
Landscaped Buffer Adjacent to Street (Required width in ft.)	-	-	-	-	(k)	5 <sup>(m)</sup>		-
Minimum Front Setback, Upper Story (ft.)	-	-	(e)	-	(h)	-		-
Minimum Side Setback (ft.)	-	-	-	-	-	5		-
Required Roof Design	-	-	(f)	-	-	(f)		(s)
Required Building Design	-	-	-	-	-	(n)		-
Vehicular Access	-	-	-	-	(i)	(m)		-
Reduced Parking	-	-	-	-	(j)	-		-
Use Permit Required	-	-	-	-				(v)
Body Art Studios	-	-	-	-	-	(r)	-	-

**D DESIGN OVERLAY DISTRICT: DEVELOPMENT REGULATIONS  
ADDITIONAL REQUIREMENTS**

- a. A six-foot (6') fence shall be set back three feet (3') from a front or street side property line and twenty feet (20') from a driveway crossing a public sidewalk.
- b. Increased fence height is permitted for the following areas: (1) Wendy Way between Marine Avenue and 12th Street: Eight feet (8') in rear yard; (2) Marine Avenue between Meadows and Cedar Avenue: Eight feet (8') in rear yard; (3) Marine Avenue between Pacific Avenue and Sepulveda Boulevard: Eight feet (8') in rear or side yards fronting Marine Avenue.
- c. No building shall exceed two (2) stories.
- d. Required for demolition of dwellings or accessory buildings located on a site with two (2) or more lots. No demolition permit may be issued until an environmental assessment is complete and the Planning Commission or Board of Zoning Adjustment has held a public hearing. Notice shall be sent ten (10) days prior to the hearing to all property owners within five hundred feet (500') of the project site.
- e. Minimum depth: Ten percent (10%) of the buildable depth of the lot;  
Minimum area: Ten (10) times the lot width in square feet;  
Exceptions: One (1) architectural projection no more than eight feet (8') wide may extend four feet (4') into the setback area, and eaves may project four feet (4') into the setback area.
- f. A minimum roof pitch of a three-foot (3') rise in twelve feet (12') of run is required unless the building does not exceed twenty-two feet (22') in height.
- g. No increase over the maximum building height measured from the street property line is permitted for buildings fronting on Highland Avenue, and the twenty percent (20%) allowance of Section 10.60.050(B) does not apply in this subdistrict.
- h. The third story shall be set back ten feet (10') from the front setback line.
- i. Residential projects on the west side of Highland Avenue are not permitted to have vehicular access from Highland Avenue; commercial projects on the east side of Highland Avenue are not permitted to have vehicular access from Crest Drive.
- j. The Planning Commission may allow reduced parking with a use permit for neighborhood-oriented uses such as small retail stores, personal services, and eating and drinking establishments open for breakfast and lunch, subject to the requirements of Section 10.64.050(B).
- k. Residential projects shall include planter boxes at the pedestrian level involving lots of two thousand five hundred (2,500) square feet (or more) along Highland Avenue. For additional site landscaping requirements, see Section 10.60.070, Landscaping, irrigation and hydroseeding. Conformance with standards specified in Section 10.60.070 may result in landscaping that exceeds the minimum requirements of this section.
- l. A use permit is required for all new construction and major alterations and additions of two thousand five hundred (2,500) square feet or more except construction of or alterations or additions to single-family dwellings fronting on Crest Drive.

- m. A twenty-foot (20') landscaped setback is required along Oak Avenue for any commercial structures, and no vehicular ingress or egress to Oak Avenue is allowed. Until such time that a new project is initiated, existing development with nonconforming access on Oak Avenue, when developed for commercial parking purposes used in conjunction with business fronting upon and having vehicular access to Sepulveda Boulevard shall not utilize vehicular access to Oak Avenue between the hours of 10:00 p.m. to 6:00 a.m. daily.
- n. All commercial structures shall incorporate bay windows, decks, large roof overhangs, and breaks in building facia, as may be needed to reflect a design of residential character.
- o. Sites which utilize RS zoned Oak Avenue properties exclusively for commercial purposes shall be a minimum of twenty-five thousand (25,000) square feet in area. Where the site has multiple owners, the City may permit development on sites containing less than twenty-five thousand (25,000) square feet provided there is a conceptual plan for the whole site showing the relationships between existing and future buildings, landscaping, and the location of parking and tentative phasing of development. All owners must join in application for a D-6 zoning designation and indicate support of the conceptual plan for development of the site.
- p. The uses and related facilities permitted within the CG district may be permitted on RS-D6 zoned Oak Avenue properties, if fronting upon Sepulveda Boulevard, subject to the requirements of this chapter and Chapter 10.16, upon approval of a use permit.
- q. A minimum lot area of seventeen thousand (17,000) square feet (with the exception of 1190 Duncan Drive 1127 Ronda Drive and 1131 Ronda Drive) is required, and further subdivision of any lot within the district is prohibited. The foregoing restrictions shall not prohibit a lot-line adjustment between contiguous parcels pursuant to Section 11.08.010, provided that such lot-line adjustment (1) complies with all of the requirements in Section 11.08.010 and is otherwise exempt from the requirements of the Subdivision Map Act and (2) would not result in any parcel having a lot area of less than seventeen thousand (17,000) square feet. This overlay applies to properties described as Lots 23 through 30, inclusive, and 32 through 39, inclusive, in Tract 14274 and located on Longfellow Drive, Ronda Drive, Terraza Place, Duncan Drive and Kuhn Drive.
- r. Body art studios are not permitted in the D6 Oak Avenue Overlay District or on CG zoned parcels adjacent to D6 Oak Avenue Overlay parcels.

(Ord. No. 1832, Amended, 01/17/91; Ord. No. 1838, Renumbered, 07/05/91; Ord. No. 1860, Amended, 10/29/92; §§ 3, 4, 5, Ord. 1972, eff. November 20, 1997; § 2 (part), Ord. 2062, eff. October 7, 2004; § 7, Ord. 2146, eff. August 4, 2011 and § 2, Ord. 2155, eff. February 17, 2012)

- s. **Projects including substantial components of the following land uses on sites with at least 135 feet in depth and 20,000 square feet of lot area are eligible to take advantage of flexible development standards contained as part of Sections 10.44.040 (t) and (u) subject to a use permit:**
  - I. High End Sit Down Restaurants**
  - II. Hotel**
  - III. Mixed Use Development**



IV. Museums that meet the definition of Cultural Institutions

V. Community Theatres that meet the definition of Commercial Recreation and Entertainment

- t. The maximum building height for buildings with uses listed as part of section 10.44.040 (s) shall be forty (40) feet without the need a roof pitch or structure parking at or below the ground level. Roof mounted mechanical equipment and elevator shafts are allowed to exceed the maximum allowed height limit, by five feet, so long as they are properly screened and located in an area that would not be visible or adversely impact the surrounding properties. A study may be required by the Community Development Director showing that no impacts will be generated on adjacent residential properties.
- u. Along a rear property line abutting an R district, structures shall not intercept a sixty-degree (60°) daylight plane inclined inward from a height of fifteen feet (15') above existing grade at the property line with approval of a Use Permit. A study may be required by the Community Development Director showing that no impacts will be generated on adjacent residential properties.
- v. Projects involving a change of use (single use or tenant project) shall not be required to obtain a use permit so long as the use is permitted by right as prescribed in Section 10.16.020 of this Title and the change of use does not constitute an intensification in use or parking, regardless of buildable floor area. No net addition of buildable floor area shall be allowed in conjunction with this provision.

Section 4. The Planning Commission recommends that the City Council adopt an Ordinance approving the Zoning Map amendment to incorporate the D8- Sepulveda Boulevard Corridor Overlay.

Section 5. The Planning Commission also recommends that the City Council direct the City Clerk to make any other corresponding language changes to the MBMC to achieve internal consistency as required.

Section 6. The Secretary to the Planning Commission shall certify to the adoption of this Resolution.

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 June 13, 2018 and that said Resolution was adopted by the following vote:

AYES:  
NOES:  
ABSENT:  
ABSTAIN:

---

Anne McIntosh  
Secretary to the Planning Commission

---

Rosemary Lackow  
Recording Secretary

DRAFT

# CITY OF MANHATTAN BEACH

## ZONING DESIGNATIONS

Area District Boundaries

### Zoning Designations & Overlays

#### Residential Districts

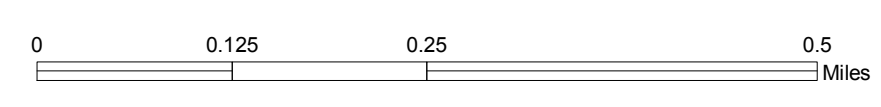
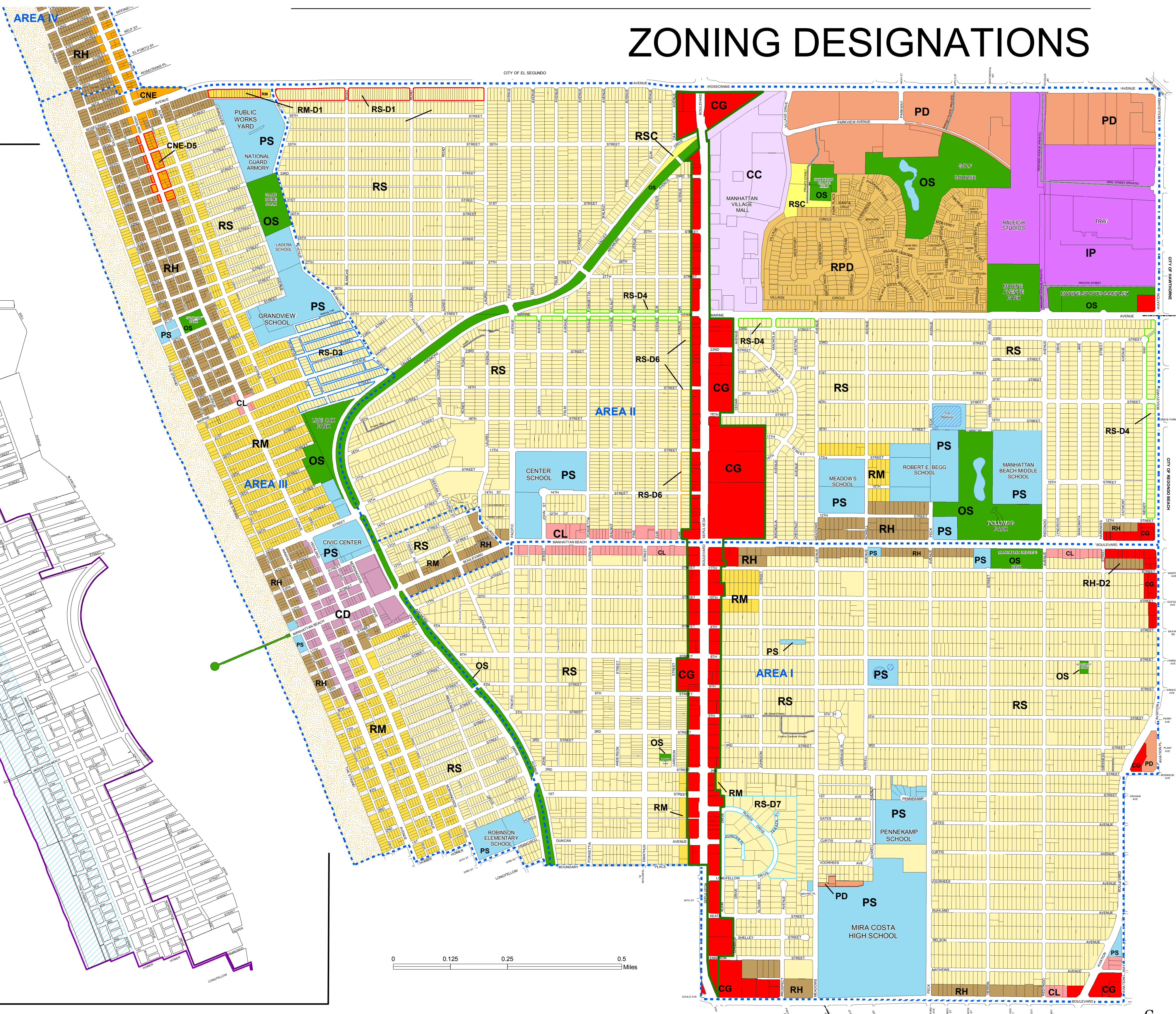
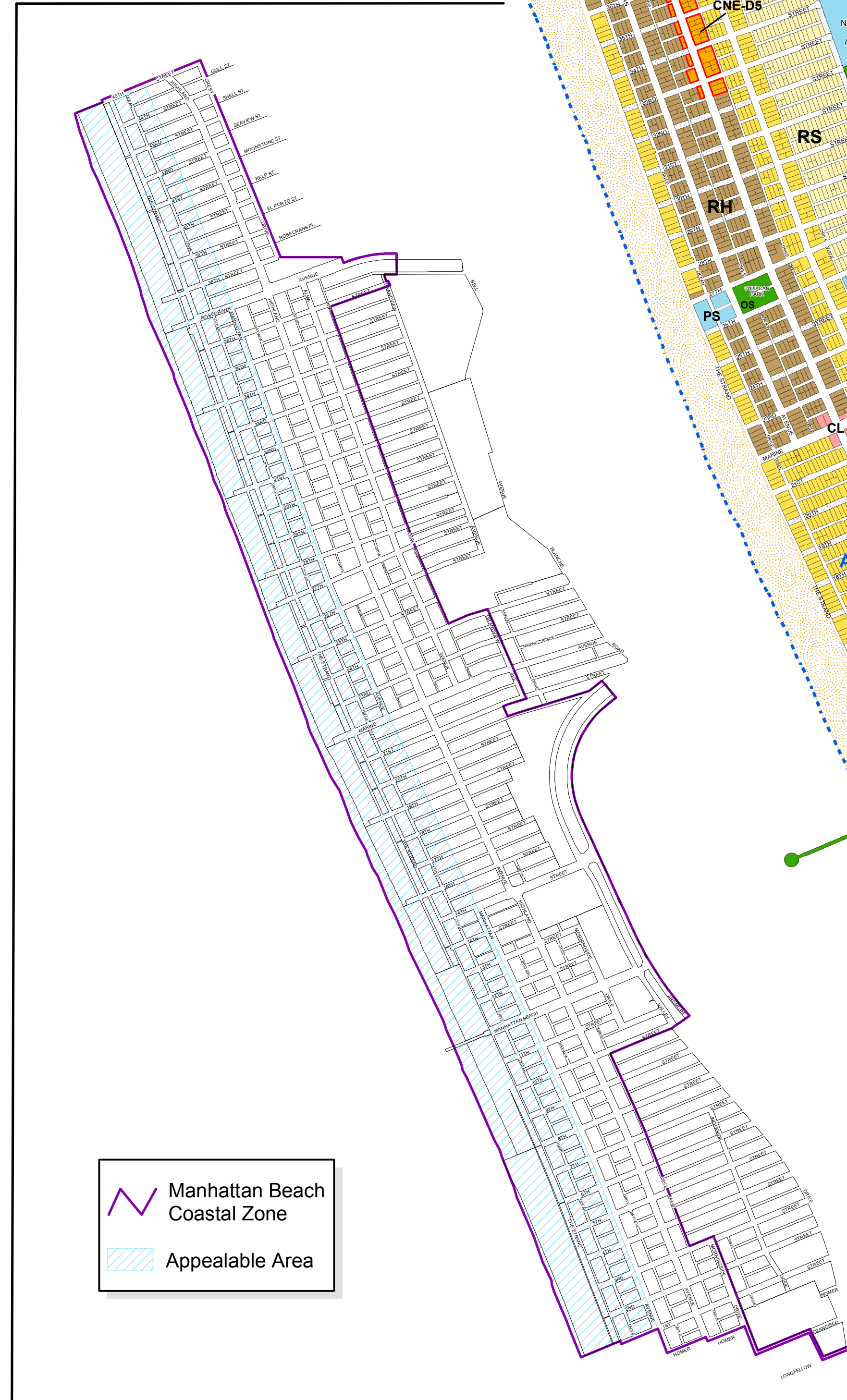
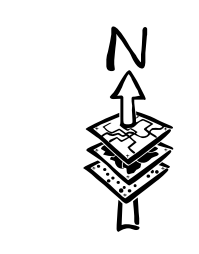
- RS Residential Single Family
  - D1-Design Review  
-Rosecrans Avenue
  - D3-Design Review  
-Gaslamp Neighborhood
  - D4-Design Review  
-Traffic Noise Impact Area
  - D6- Design Review  
-Oak Avenue
  - D7- Design Review  
-Longfellow Drive
  - D8- Design Review  
-Sepulveda Corridor
- RM Residential Medium Density
  - D1- Design Review  
-Rosecrans Avenue
- RH Residential High Density
  - D2- Design Review  
-11th Street
- RPD Residential Planned Development
- RSC Residential Senior Citizen

#### Commercial Districts

- CL Local Commercial
- CC Community Commercial
- CG General Commercial
- CD Downtown Commercial
- CNE North End Commercial
  - D5- Design Review  
-North End Commercial

#### Other Districts

- PD Planned Development
- IP Industrial Park
- PS Public and Semi-Public
- OS Open Space



Map Adopted by Ordinance Number 2057 on August 3, 2004.  
Adoption Incorporates the Following Preceding Ordinances:  
2038, 2025, 2019, 2012, 1988, 1935, 1899, 1848, 1832, 1779.  
It Also Incorporates the Following Amendments: 2062, 2105.

Information shown on these maps are derived from public records that are constantly undergoing change. The City does not guarantee the positional or the Thematic accuracy of the GIS data.



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# WORKING GROUP SUMMARY REPORT

APRIL 2018

**ATTACHMENT B  
PC MTG 06-13-18**

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PREPARED BY:  
COMMUNITY DEVELOPMENT DEPARTMENT





The City of Manhattan Beach would like to acknowledge and thank the Ad Hoc Working Group Committee, special guest speakers as well as members of the community that participated in the Sepulveda Initiatives Project.

Ad Hoc Working Group Members and Guests

---

Jordan Austin  
Joe Berro  
Phillip Cook  
Carol Glover  
Mike Grannis  
Heath Gregory  
Kate Hirsh  
Jan Holtze  
Margo Lang  
Mark Lipps  
Larry Kosmont  
Simon Mattox  
John McLellan

Shane Mengel  
Heather Miller  
Lauren Nakano  
Eileen Neill  
Cynthia Palm  
Steve Schlesinger  
Michael Smith  
Bradley Sperber  
Jacqueline Sun  
Stewart Thompson  
Sher Willis  
Don Ziss  
Robert Zwissler

City Staff

---

Anne McIntosh, Community Development Director  
Laurie Jester, Planning Manager  
Nhung Madrid, Project Manager  
Erik Zandvliet, City Traffic Engineer  
Rafael Garcia, Assistant Planner

## Executive Summary

This report summarizes both the process and results of an accelerated effort that was initiated by the Manhattan Beach City Council in September 2017, and conducted by City Staff to prepare the Sepulveda Initiatives Working Group Summary Report.

## Background and Purpose

Sepulveda Boulevard is a major transportation corridor for the South Bay region. In Manhattan Beach, the corridor runs north-south through the heart of the City, functions as a commercial corridor and houses major tenants such as the Manhattan Village Mall and Shopping Center, Toyota, Skechers headquarters, as well as medical facilities, financial institutions, beauty salons, fitness studios, automotive shops and small local businesses.



The Sepulveda Corridor has been discussed and studied many times over the years to determine if more intentional planning could result in more development cohesion along this arterial. Most recently, there was discussion of a Sepulveda Specific Plan. Rather than undertaking new planning efforts, Staff evaluated previous reports and recommended various planning initiatives focused on economic vitality, planning, parking, traffic and overall



corridor beautification.





## City Council Direction

At the Sept. 19, 2017 City Council meeting, Council directed staff to move forward with the Sepulveda Corridor Planning Initiatives and focus the study on items related to economic vitality, planning, parking, traffic and corridor beautification. As directed, staff will:

1. Initiate a zone text amendment to:
  - A. Add incentives for the redevelopment of “potential sites” for hotels or mixed use developments;
  - B. Possibly limit (but not prohibit) new office uses using a cap, or a locational requirement, or allowing only in a mixed use project; and
  - C. Update commercial parking requirements.
2. Amend the Sepulveda Boulevard Development Guide to include standards for addressing the commercial/residential interface on east/west streets, and at the rear of the commercial properties.
3. Appoint a working group committee to work with Staff and guide policy alternatives.





## Community Engagement and Outreach

On November 19, 2017, the City Council approved the Sepulveda Planning Initiatives Work Plan and established a Working Group to be appointed by the City Manager. The Working Group's role is to discuss and provide input on City Council's defined Work Plan.



## Ad Hoc Working Group

To form the Ad Hoc Working Group, staff engaged the community and received interest from approximately two dozen individuals interested in volunteering their time to work with Staff on this project. Working Group members represented a cross-section of the community including residents, both Sepulveda Boulevard adjacent, and those representing other neighborhoods in town, Sepulveda business owners, Sepulveda property owners, commercial developers, real estate professionals and financiers, all with familiarity of the Corridor's economic health. Initially, staff anticipated meeting with the Working Group a total of three times from January through March. However, due to the Group's robust discussions related to the topic at hand, two additional meetings were added to the project's accelerated timeline. To allow for transparency



in the process, all meetings were posted on the City's website, and community members were in attendance at every Working Group meeting.

## Ad Hoc Working Group Meetings

The City convened five Ad Hoc Working Group meetings and discussed the following:

### *Meeting #1: January 8, 2018*

- Ad Hoc Members and Staff Introductions
- Genesis of Project and Sepulveda Corridor Background Information
- Discussion and Development of Strategic Initiatives and Goals
- Planning Overview and Design Guidelines Overview
- Potential Sites Overview

### *Meeting #2: January 30, 2018*

- Guest Speaker Mr. Larry Kosmont—Presentation related to Development Opportunity Reserve (D.O.R.) and other Planning Tools
- Finalized the Sepulveda Initiatives Working Group Strategic Initiatives and Goals

### *Meeting #3: February 12, 2018*

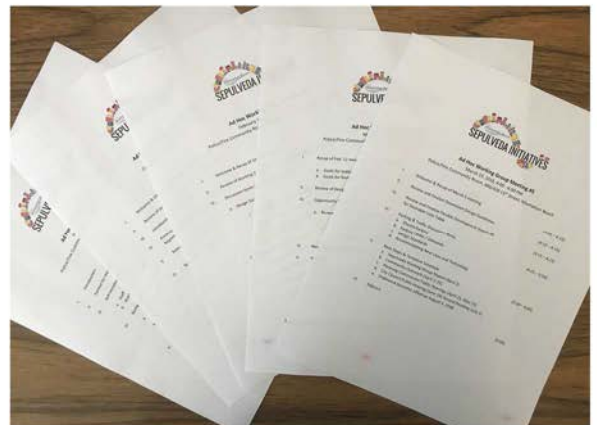
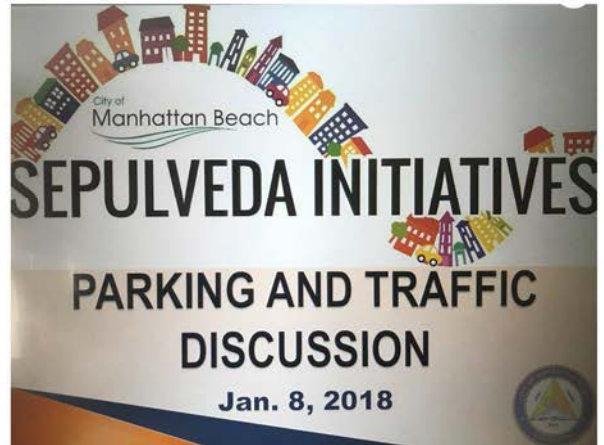
- Guest Speakers Jacqueline Sun & Lauren Nakano from Beach Cities Health District—Brief overview of Living Streets Policy and Walking Audit Tool
- Reviewed current Sepulveda Boulevard Development Guide and group discussion and input on amendments to Guide

### *Meeting #4: March 5, 2018*

- Finalized Working Group's input for Sepulveda Boulevard Development Guide
- Group Discussion related to Potential Sites and input for Flexible Development Standards for Desirable Uses Table

### *Meeting #5: March 19, 2018*

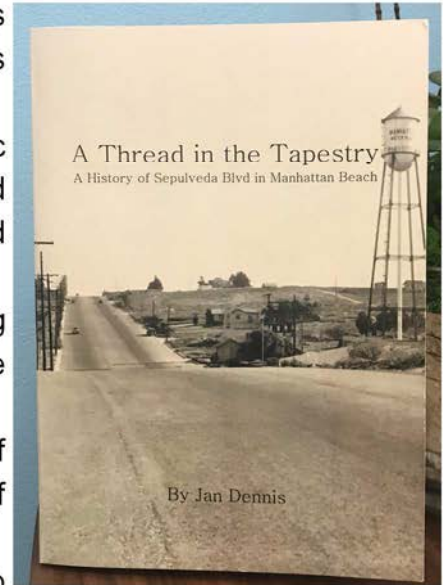
- Finalized Flexible Development Standards for Desirable Uses Table
- Parking and Traffic Discussion related to shared parking, parking codes/demands, design standards and new uses and technology



## Background Information

To help set the context and purpose of the Sepulveda Initiatives Project and the vision and goals for the corridor, Staff shared information about the Corridor's history and the various plans that have been completed over the last 20 years, which included the following:

- Sepulveda Boulevard Development Guide (1997) - Guidelines intended to encourage certain desirable elements and used as a supplement to the Zoning Code requirements.
- Sepulveda Boulevard Corridor Study (2008) - Economic development report of existing conditions, economic and financial considerations, land use considerations, and potential street acquisition.
- Sepulveda Boulevard Parking Study (2010) - Potential parking impacts of parking prohibitions along the west side of the Corridor.
- Sepulveda Business Owners Meeting (2012) - Discussion of future plans for the Corridor and possible formation of a Business Improvement District (BID).
- PCH Corridor Study (2009-14) - SBCCOG study related to capacity enhancement projects along Corridor.
- Sepulveda Boulevard Parking Study (2014) - Removal of street parking on East side of Sepulveda.
- Oak Ave Neighborhood Study (2017) - Neighborhood traffic study related to traffic intrusion from the Manhattan Village Shopping Center/Mall.
- Gelson's Neighborhood Traffic Study (TBD) - Traffic study to determine project related traffic and parking intrusion from the new development.



## Strategic Initiatives and Goals

This detailed background information help set the context for discussing City Council's direction for the project, the role of the Working Group, Staff's role in this process, anticipated project deliverables, various existing, new and proposed developments, and current development trends. Additionally, staff reviewed "potential sites", and clarified that although these sites have been identified by staff, any potential amendments to the Guide and Zoning Code would be applicable to the entire corridor (CG Zone).

With an understanding of the project and the Working Group's role, the Group crafted the following strategic initiatives (on page 8) to provide a common goal to guide future Working Group meeting discussions.



## **Sepulveda Working Group Strategic Initiatives**

(Input on 1/8/18 and revised at 1/30/18 meeting)

- Feedback from group affirmed vision for Sepulveda Blvd as stated in the General Plan\*
- Balance existing, community-serving businesses and uses with new high-demand (office, medical) or high-desire (restaurants, services) projects
- Openness to mixed use on Sepulveda (hotel/retail, residential/commercial) but NOT standalone residential
- Desire for beautification of the entire length of the boulevard – aesthetics, pedestrian experience, public amenities
- Consider including distinct Daytime/Nighttime uses
- Only moderate changes to urban form (i.e., height, scale)
- Greater opportunities for potential land use improvement south of Manhattan Beach Boulevard. Some opportunities on the west side north of Manhattan Beach Boulevard.

\* “Sepulveda Boulevard is the only State Highway in Manhattan Beach. As a major transportation corridor for the South Bay region, Sepulveda also functions as a commercial corridor. With the heavy traffic volumes and associated noise impacts, adequate buffering of the residential uses behind Sepulveda from such impacts is important. The scale and character of commercial development along Sepulveda is also an important community concern. In response to these issues, the City adopted the Sepulveda Boulevard Design Guidelines to provide a framework for future development along this corridor.”

– Manhattan Beach General Plan, Adopted 2003, Land Use Element, Part I, page 12

## Incentives for Potential Sites

The main discussion that the Working Group focused on was developing more potential flexible development standards in return for desirable uses and features, in an attempt to attract uses and development that was deemed desirable by the Group. In summary, the Working Group generally supported flexible development standards for potential sites related to height, setbacks, and parking.

### Height

The Working Group indicated that the height limit along the Sepulveda Corridor was one of the biggest obstacles facing development. The maximum allowed height within the General Commercial (CG) zoning district is 30 feet. However, a roof pitch of at least four (4) vertical feet for each twelve (12) lineal feet of roof area is required. If the roof pitch is less, the maximum building height is twenty-two feet (22') unless structure parking is provided at or below the ground level.

This development standard limits the maximum allowed height for many structures to only 22 feet, in that, much of the development proposed is often times of modern or contemporary architectural design which is characterized by a flat roof design.

The Working Group supported redacting the need for a roof pitch in order to build up to 30 feet in height. The Group also indicated that they were supportive of taller development for specific type of uses such as mixed-use development and hotels (45 feet).



Height (Continued)

Lastly, the Working Group indicated that they were supportive of allowing additional flexibility as part of the daylight plane requirement for desirable development and uses. Currently, along a rear property line abutting a residential district, the zoning code does not allow structures to intercept a 1:1 or forty-five-degree (45°) daylight plane inclined inward from a height of fifteen feet (15') above existing grade at the property line. Along a side property line abutting a residential district, structures are not allowed to intercept a sixty-degree (60°) daylight plane inclined inward from a height twenty feet (20') above existing grade at the property line. These standards have the potential to impact the height of new multi-story development along Sepulveda Boulevard.

Setbacks

There are almost no required setback standards as part of the CG zoning district with the exception of a required ten (10') foot front yard setback on the west side of Sepulveda Boulevard and a daylight plane requirement that would require increased setbacks for multi-story buildings.

However, if mixed-use development was allowed in the CG zoning district, it could benefit from reduced setbacks for all residential portions of the development. Currently, as part of mixed-use projects, the residential standards for the RH district and area district in which the site is located apply to a building intended for residential use, and commercial standards apply to a building or portion of building intended for commercial use. Reduced setback standards would provide additional flexibility for a mixed-use project if they were allowed within the CG Zoning District. The Working Group did not object to the use of any side landscaping setbacks between adjacent commercial properties for parking as long as the minimum landscaping requirements are met.



## Desirable Uses and Features

In terms of desirable uses and features that the City would receive and/or benefit from in return for more flexible standards, the Group's discussions generally focused on uses that are currently lacking along the Corridor, uses that may be present in other areas in the City, such as Downtown, or uses that neighboring cities may have. The Group suggested desirable uses such as high-end restaurants, mixed-use development, hotels, community related amenities such as a local theater and/or children's museum. The Group also commented that there are uses that currently exist, and still support and encourage such as neighborhood serving uses like the dry cleaners, UPS Store, coffee shops, etc.



During the discussion of desirable features, the majority of Working Group members expressed a desire for beautification along the corridor and having standards for beautification is a desirable feature. Additionally, the Group generally supported other features such as a tourism tax assessment, beautification and improvement funds, additional safety features such as nighttime lighting for pedestrians, wider sidewalks and increased buffers along Sepulveda Boulevard and along residential zoning districts; and more uniform right of way improvements in order to achieve a consistent design along Sepulveda.

Desirable Uses (what we're getting)	Desirable Development Standards (what we're giving)
<ul style="list-style-type: none"> <li>1. HIGH END RESTAURANTS - NIGHTTIME USE</li> <li>2. MIXED USE               <ul style="list-style-type: none"> <li>- SHARED OFFICE</li> <li>- COMMUNITY THEATER</li> <li>- CHILDREN'S MUSEUM</li> <li>- HOTEL</li> <li>- SERVICES - LIKE ENVY W/O (UPS...)</li> <li>- ON MIXED USES - BER. LESS COMMERCIAL; DATIO NOT TOO HIGH</li> </ul> </li> </ul>	<ul style="list-style-type: none"> <li>• DAYLIGHT PLANE FLEXIBILITY</li> <li>• PARKING - SHADED W/ ADJ. PROPERTY FOR DAY/NIGHT USAGE</li> <li>• SHARED PARKING</li> <li>• HEIGHT - MESSAGE DIFFERENTLY (FLEXIBILITY)</li> <li>• REDUCE SETBACKS</li> <li>• ELIMINATE 4/12 ROOF PITCH</li> <li>• DATE MID SITE 40-45 FT DESIRABLE PUB. HOTEL</li> </ul>
Desirable Features	
<ul style="list-style-type: none"> <li>• TOURISM TAX ASSESSMENT</li> <li>• DEVELOPMENT IMPACT FEES</li> <li>• BEAUTIFICATION - IMPROVEMENT FUND (MIDIAN/ROW)</li> <li>• SAFETY (NIGHTTIME LIGHTING)</li> <li>• LANDSCAPING - TREES</li> <li>• BEAUTIF. ON FRONT &amp; BACK SIDE</li> <li>• STANDARD ROW IMPROVEMENTS (RB SIDEWALK EXAMPLE)</li> </ul>	

## Update Commercial Parking Requirements

### Parking Standards

The Working Group supported parking agreements which would allow neighboring properties to share parking in order to meet parking demand requirements if one property had a parking surplus. The Group was also supportive of shared parking management plans which would allow additional flexibility for multi-tenant commercial centers. This would allow staff to give special consideration to commercial centers that may have businesses with hours of operation that are staggered or have different peak periods. Additionally, certain uses may have unique parking demand needs that are not adequately addressed by existing parking standards contained within the City's existing zoning ordinance.



### Parking Codes

It was the general consensus of the Working Group that the City's commercial parking codes be updated to more closely match the current regional and national parking rates. While many of the City's parking codes are satisfactory, some parking requirements should be modified to prevent parking deficiencies that may cause overflow parking into surrounding neighborhoods or conversely require surpluses that discourage development of desirable uses. Additionally, restaurant and coffee house parking codes should be revised to remove ambiguity in calculating the required parking using seating area. Better definition and certainty of certain parking codes would be beneficial for developers.





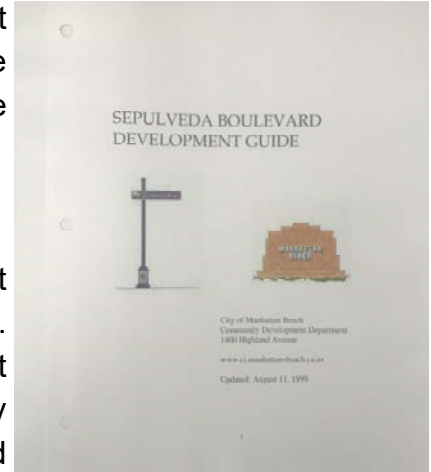
## Update Commercial Parking Requirements (Continued)

### Parking Reduction

The Working Group generally agreed that a defined parking reduction would be appropriate for certain mixed-use developments, such as Retail-Restaurant, Retail-Office, Retail-Residential and Office-Residential uses that share the same parking area. It was felt that any significant or atypical reduction would need to be supported by a professional parking study, but could be administratively approved if specific guidelines are established.

### Design Guidelines

Parking dimensions and loading zones were discussed briefly, but no major changes were suggested by the Working Group. However, the Group agreed that parking design standards that improved safety should be encouraged, such as longer entry throats, deceleration lanes (for larger parking lots), dedicated pedestrian paths, limited parking lot entrances/exits, and smoother parking lot flow. The elimination of street parking on Sepulveda Boulevard could be supported if convenient parking can be provided for those businesses that currently rely on street parking.





## **Sepulveda Boulevard Working Group Update to Commercial Parking Requirements** (Input From 3/19/18 Meeting)

### *Parking Standards:*

- Parking agreements to allow neighboring properties to share parking
- Shared parking management plans to allow additional flexibility for multi-tenant commercial centers

### *Parking Codes:*

- Update to more closely match the current regional and national parking rates
- Better definition and certainty of certain parking codes would be beneficial for developers
- Some parking codes may need to be modified to prevent parking deficiencies that may cause overflow parking into surrounding neighborhoods
- Restaurant and Coffee house parking codes should be revised to address ambiguity

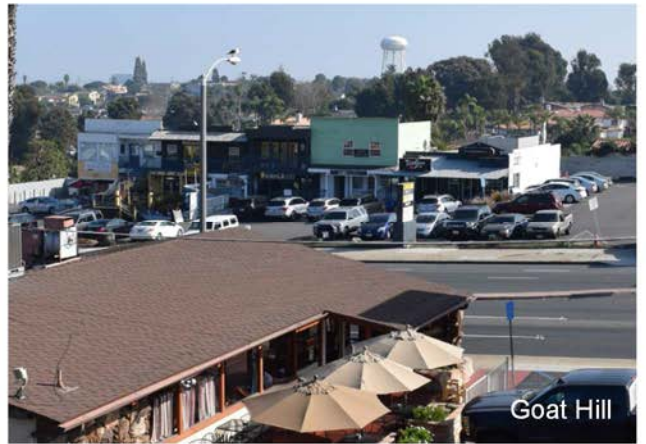
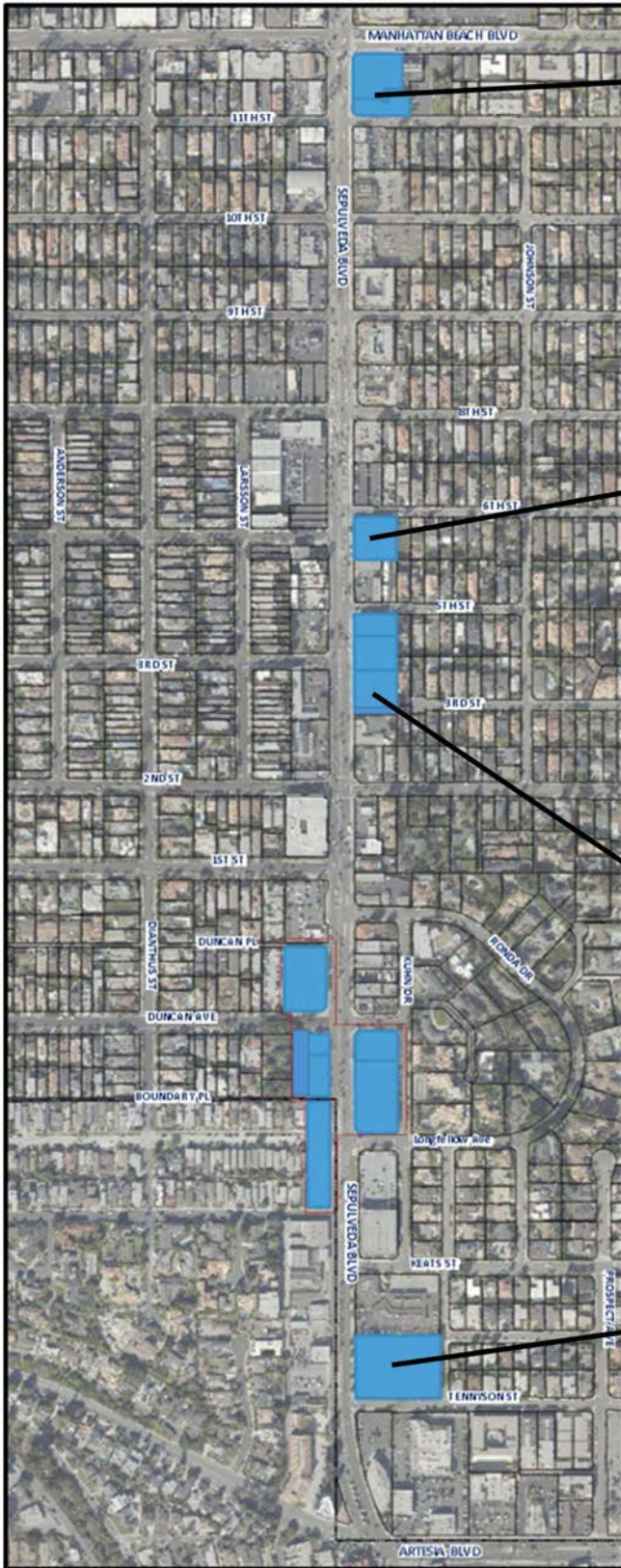
### *Parking Reduction:*

- Defined parking reduction would be appropriate for certain mixed-use developments
- Significant or atypical reductions would require a professional parking study

### *Design Guidelines:*

- No changes suggested to parking dimensions and loading zones
- Design standards that improve safety should be encouraged such as:
  - ◆ Longer entry throats
  - ◆ Deceleration lanes (for larger parking lots)
  - ◆ Dedicated pedestrian paths
  - ◆ Limited parking lot entrances/exits
  - ◆ Smoother parking lot flow
- Potentially eliminate parking on Sepulveda if convenient parking can be provided for those businesses that rely on street parking

**Potential Sites\***  
(Artesia to MBB)



\*Additional potential sites may exist that are not identified on the map above.

## Potential Sites\*

(Rosecrans to MBB)



\*Additional potential sites may exist that are not identified on the map.



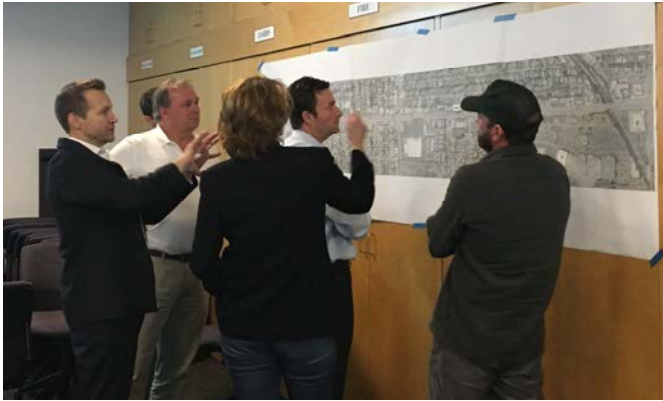
## Flexible Development Standards for Desirable Uses

(Input from 3/12/18 and finalized on 3/19/18)

Desirable Uses (What the City is Gaining)	Flexible Development Standards (What the City is Offering)
<ul style="list-style-type: none"> <li>• High end restaurants               <ul style="list-style-type: none"> <li>◊ Nighttime uses</li> <li>◊ Vehicular and pedestrian access to restaurants needs to make sense for residents</li> </ul> </li> <li>• Mixed Use               <ul style="list-style-type: none"> <li>◊ Shared office</li> <li>◊ Affordable residential on top</li> <li>◊ Residential on top with commercial on bottom</li> <li>◊ Require less commercial/ratio not too high</li> </ul> </li> <li>• Community Theater</li> <li>• Children’s Museum</li> <li>• Hotel</li> <li>• Maintain existing neighborhood serving uses (UPS Store, Dry Cleaners, Coffee Shops, etc.)</li> </ul>	<ul style="list-style-type: none"> <li>• Parking               <ul style="list-style-type: none"> <li>◊ Shared parking allowance between adjacent properties for day/night/weekend usage</li> <li>◊ Shared parking reduction for multi-tenant (staggered uses)</li> <li>◊ Parking allowed within side landscaping setbacks between commercial properties</li> <li>◊ Standardization of parking codes</li> <li>◊ Less stringent parking variance criteria</li> </ul> </li> <li>• Flexibility in height for hotels and mixed use               <ul style="list-style-type: none"> <li>◊ Measure differently</li> <li>◊ Eliminate 4/12 roof pitch</li> <li>◊ Daylight plane flexibility</li> <li>◊ Height up to 45 feet</li> </ul> </li> </ul>
Desirable Features (What the City is Gaining)	
<ul style="list-style-type: none"> <li>• Tourism Tax Assessment (Not increase in TOT)</li> <li>• Beautification/Improvement Fund               <ul style="list-style-type: none"> <li>◊ Improve ROW/Medians</li> <li>◊ Trade-off private for public</li> <li>◊ Landscaping and trees</li> <li>◊ Beautification on front and back side of property</li> </ul> </li> <li>• Safety features (Nighttime lighting)</li> <li>• Wider sidewalk and buffers on Sepulveda and residential sides of property</li> <li>• Standard ROW Improvements               <ul style="list-style-type: none"> <li>◊ Uniform look (Redondo Beach example of same pavers in sidewalk, City provides, property owner installs)</li> </ul> </li> </ul>	

## Sepulveda Boulevard Development Guide

The Sepulveda Boulevard Development Guide and related Zone Regulation modifications from 1997 are intended to encourage certain desirable elements to be included within development projects on the Corridor and are intended to supplement the City Zoning requirements as part of discretionary project review and approval process.



Although these guidelines were adopted over 20 years ago, the majority of the guidelines remain applicable, as confirmed through discussions with the Working Group. Staff reviewed and discussed each element (signs, reciprocal access, right turn pockets, driveway throat, sidewalk dedication, building orientation, visual aesthetics, residential nuisances, pedestrian access, and landscaping), and the Group generally supported fairly minor modifications to the Guide.

The Working Group emphasized improving the pedestrian experience by incorporating a variety of desirable amenities such as wider sidewalks; increased landscaped areas along the right-of-ways; and increased buffer zones between commercial and residential properties to minimize impacts that may be generated by commercial properties and uses. The Working Group also indicated that providing pedestrian and vehicular accessibility to commercial properties from east-west residentially oriented streets was desirable. Some of the Working Group members indicated that residents have a difficult time accessing businesses and shopping centers on Sepulveda Boulevard without driving onto Sepulveda. They suggested that providing driveway aprons and pedestrian oriented access points off of residentially oriented side streets will allow neighboring residents to access these commercial centers and businesses without having to drive onto Sepulveda Boulevard.



The group was also open to allowing residential development along Sepulveda by allowing mixed use projects, however, they indicated that site specific guidelines should be developed in order to further minimize impacts to neighboring residents. Lastly, the group indicated that as part of larger discretionary projects (such as Use Permits or Master Use Permits) additional requirements should be imposed in order to give neighboring residents and property owners more influence on the project. They indicated that requiring neighborhood meetings prior to project submittal and requiring a traffic management plan should both be required.



## **Sepulveda Boulevard Working Group Design Guidelines Input Final Draft** (Finalized at 3/12/18 Meeting)

- Emphasis on improving the pedestrian experience through wider sidewalks and landscaping, especially on areas of Sepulveda with greater pedestrian use.
- Emphasis on safe and appealing pedestrian and vehicular points of entry to Sepulveda businesses (especially restaurant, retail and service uses) from perpendicular (west-to-east) access streets oriented to adjacent residential neighborhoods. This includes easier and safer access from the sidewalk as opposed to walking through an existing parking lot not striped for pedestrian access.
- Desirability of more pronounced buffer zones between commercial and residential zones.
- If mixed-use residential-commercial development is conditionally permitted on Sepulveda, then specific site design guidelines should be required.
- Standard requirements for larger discretionary projects:
  - ◇ Require neighborhood meeting before project submittal
  - ◇ Neighborhood Traffic Management Plan



## **Discussions Items Outside of Scope of Work**

During the Working Group meetings, several items were raised by various members that were outside of the Sepulveda Initiatives Scope of Work. Staff wants to recognize that these items were raised, and any further discussion of these items would be at the discretion of the City Council. These items include the following:

### Planning Related Items

The Working Group raised concerns over the five thousand (5,000) square foot threshold of buildable floor area that triggers the need for a Use Permit. They indicated that they were supportive of raising this square footage threshold. Other residents within the Working Group were not supportive of this, because the Use Permit process requires a public hearing which allows neighbors and interested parties an opportunity to comment on projects prior to City approval. Raising the threshold would eliminate the need for a Use Permit and related public hearing for any projects with a buildable floor area of less than the threshold figure.

The Group also indicated that they had concerns regarding the numerous smaller commercial lots on the west side of Sepulveda north of Manhattan Beach Boulevard. The Group was supportive of potentially pursuing rezoning efforts along Oak Avenue in an attempt to create larger commercial districts that could lead to lot consolidation and foster more commercial development.

### Transportation Related Items

The Working Group questioned the need for off-site parking agreements to be a minimum of 10 years, and some suggested a shorter minimum term, with extension thereafter. However, it was acknowledged that this has both benefits and potential consequences depending on short or long-term parking needs.

The desire for more east-west connectivity was raised numerous times during the meetings. Some in the Group suggested a pedestrian bridge, pedestrian signals, shorter signal cycles, and safer crossings. It was acknowledged that further study would be required, and any recommendations would need to be presented to Caltrans for their review.

When brainstorming ways to solve parking/traffic issues, the Working Group suggested a more robust mass transit system, better walkability along the Corridor and pedestrian/bicycling connectivity between businesses and the surrounding neighborhoods. Car-sharing (Uber/Lyft), local shuttles, employee parking management plans, and pay-for-parking fees were ideas that were raised but did not result in definitive recommendations. New technologies such as autonomous vehicles, robotic package delivery, and other emerging transportation concepts were deemed too premature to be incorporated into the initiatives at this time.



## Project Next Steps

In summary, the Working Group had robust discussions about the Sepulveda Initiatives and provided thoughtful feedback on the task at hand. The project's next steps have been tentatively scheduled as follows:

- April 2018 Community engagement and outreach to inform community of the project's outcome
- April 25, 2018 Planning Commission Meeting for community feedback
- May 23, 2018 Planning Commission Public Hearing
- June 19, 2018 City Council Meeting, presentation and discussion
- City Council Public Hearing (TBD)



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NOTICE OF A PUBLIC HEARING BEFORE  
THE PLANNING COMMISSION OF THE CITY OF  
MANHATTAN BEACH TO CONSIDER A PROPOSED CODE  
TEXT AMENDMENT TO MODIFY TITLE 10 (PLANNING AND  
ZONING) OF THE MANHATTAN BEACH MUNICIPAL CODE  
AS IT RELATES TO COMMERCIAL DEVELOPMENT IN THE  
GENERAL COMMERCIAL (CG) ZONING DISTRICT ALONG  
SEPULVEDA BOULEVARD AND AMEND THE ZONING MAP

A public hearing will be held before the Planning Commission to consider amendments to the Municipal Code, as described below:

Filing Date: September 19, 2017

Property Location: The project includes all properties within the General Commercial (CG) zoning district along Sepulveda Boulevard in the City of Manhattan Beach, Los Angeles County, California.

Project Description: An amendment to Title 10 (Planning and Zoning) of the Manhattan Beach Municipal Code as it relates to commercial development standards in the General Commercial (CG) zoning district along Sepulveda Boulevard. The amendment proposes to modify the commercial development standards to allow increased building height and overall more flexible development standards to expand opportunities for certain desirable land uses, including hotels, mixed use (residential with commercial and others) within the CG zoning district along Sepulveda Boulevard. The project will also involve a zoning map amendment incorporating the D8 - Sepulveda Boulevard Corridor Overlay.

Environmental Determination: This project is exempt from the California Environmental Quality Act under the general exemption provided by Section 15061(b)(3)-General Rule Exemption.

Project Manager: Ms. Nhung Madrid, Senior Management Analyst, (310) 802-5540 or at [nmadrid@citymb.info](mailto:nmadrid@citymb.info)

**Public Hearing:**  
**Planning Commission Meeting**  
**Wednesday, June 13, 2018 at 6:00 P.M.**  
**City Hall, Council Chambers, 1400 Highland Avenue, Manhattan Beach, CA 90266**

Further Information: Proponents and opponents may be heard at the public hearing. For further information, contact the project manager. Project files are available for review at the Community Development Department at City Hall. A Staff Report and Resolution will be available for review at the City Clerk's Office and the Community Development Department after Friday, June 8, 2018 or on the City's website: <http://www.citymb.info>.

Public Comments: Oral and written testimony will be received during the meeting. Comments received following posting of the Staff Report will be forwarded to the Planning Commission at or prior to the meeting. The Planning Commission will make a recommendation to the City Council who will then take final action on the project.

*If you challenge the proposed actions in court, you may be limited to raising only those issues you or someone else raised at the meeting described in this Notice, or in correspondence delivered to the Planning Commission at, or prior to, the meeting.*

Anne McIntosh  
**Director of Community Development**

Publish Date: May 31 & June 7, 2018 – Beach Reporter-1/4 Page Ad

**ATTACHMENT C**  
**PC MTG 06-13-18**

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# Amendment Relating to CG Zoning District along Sepulveda Blvd

Jacqueline Zuanich-Ferrell <jzuanichferrell@yahoo.com>

Sat 5/26/2018 12:58 PM

To:List - Planning Commission <PlanningCommission@citymb.info>; Anne McIntosh <amcIntosh@citymb.info>;

Cc:Amy Thomas Howorth <ahoworth@citymb.info>; Richard Montgomery <rmontgomery@citymb.info>; Steve Napolitano <snapolitano@citymb.info>; David Lesser <dlesser@citymb.info>; Nancy Hersman <nhersman@citymb.info>;

Dear Commissioners and Community Development Director,

I am concerned about the pending Sepulveda Corridor project presented to the Planning Commission at the last two meetings.

First, there are many residents like myself who were not aware of this project and we were not given enough detail via our mailed notice. I was able to locate the document with background on the working group but it had insufficient detail justifying an increase in building height. I am dismayed that "mixed use" has not been defined as yet nor have parking regulations been addressed. Residents and the Planning Commission must be presented with all aspects of this major change to the Sepulveda Corridor at the *same* time. This is such an important change that it **SHOULD** be submitted to a city-wide vote. Ten individuals should not decide this major change for our entire citizenry (Planning Commission and City Council).

ATTACHMENT D  
PC MTG 06-13-18

Secondly, although at last Wednesday's meeting, the Commissioners pointed out that only a small number of parcels in the Sepulveda Corridor would be affected by a new height limit of 40 feet, it seems that a developer could buy several contiguous parcels and thereby qualify a project that would use new development standards. An example of combining parcels was in evidence at this same Commission meeting whereby a developer who had purchased two adjacent properties on Artesia Blvd/Redondo Avenue has just received approval for a mixed-use (medical and condominiums) on this *combined* tract.

Thirdly, I asked Ms. McIntosh how an increase to 40 feet in height would not result in additional buildable space. She explained the buildable space is contingent on lot size. She indicated hotels require the additional height for their hotel's envelope and without the change in height, many hotel developers will not build on Sepulveda. My opinion is that we should not fundamentally alter our commercial corridor to attract a large hotel nor should we approve the extra height without respect to the parameters yet to be established for mixed use.

Also, one of the new recommended users for the Sepulveda Corridor is "high-end restaurant." What constitutes an eatery meeting this label?

There is also the matter of fairness. How fair is it to home owners who must adhere to a maximum of 26 feet where

their home is behind or adjacent to a building currently at 30 feet, but a new building in that same location could build up to 40 feet if this "project" is approved?

Lastly, this entire "project" should be detailed in our hometown newspaper and the Daily Breeze so that all our residents understand the full implications of this proposal.

Respectfully,

Jacqueline Zuanich-Ferrell

1018 Duncan Avenue

(homeowner since 1971)