

RESOLUTION NO. 2002-1

A RESOLUTION OF THE PLANNING COMMISSION
OF THE CITY OF LOMITA, CALIFORNIA
ESTABLISHING A DESIGN REVIEW POLICY FOR
THE PACIFIC COAST HIGHWAY COMMERCIAL ZONE

WHEREAS, the establishment of commercial centers may have impacts including, but not limited to, parking demand, visual effects and depletion of landscaped areas along Pacific Coast Highway; and

WHEREAS, the Lomita Zoning Ordinance contains certain minimum standards for the development of commercial uses; and

WHEREAS, the City Council authorized Mark Briggs and Associates to review the commercial areas in Lomita and to make recommendations for future development; and

WHEREAS, Mark Briggs and Associates recommended that the City of Lomita address the issues of aesthetics and convenience in commercial development; and

WHEREAS, on September 12, 1989 the Planning Commission adopted Resolution No. 89-1 setting forth design guidelines for new development along Pacific Coast Highway, and

WHEREAS, the Planning Commission has reviewed the Resolution No. 89-1 and found that additional or revised guidelines are necessary and desirable, and

WHEREAS, the Planning Commission wishes to notify all prospective zoning applicants of the criteria it intends to use in considering applications for new commercial development in the C-R Zone along Pacific Coast Highway and areas adjacent thereto,

NOW BE IT RESOLVED that the Planning Commission of the City of Lomita adopts the following design policy guidelines:

All commercial developments in the C-R Zone along Pacific Coast Highway must conform to zoning requirements applicable to the zone where the proposed project is located (Article 40- Commercial Zones) and all the standards of development found in the City of Lomita Municipal Code unless a Zoning Variance has been granted. In addition to the standards required in the Zoning Ordinance, the following criteria shall apply by Planning Commission policy:

A. SITE DESIGN

Notwithstanding the development standards listed in the Zoning Ordinance, commercial developments in the Pacific Coast Highway C-R zone should comply with the following design features:

1. Short fences or walls along the frontage are optional, although open work fencing is preferred for visibility from vehicles leaving driveways on Pacific Coast Highway.
2. Where possible, proposed new buildings should be located near the front property line with at least five feet of landscaping to act as a buffer between the building edge and the public sidewalk.
3. Outdoor eating areas are desirable, however, diners should be protected from dust and highway noise. A well-designed landscape plan is necessary to coordinate architectural screening with the need to display and promote attractive eating areas to passersby. Colorful cloth umbrellas or awnings may be permitted with business names but should be maintained in good condition.
4. Whenever possible, sites should be designed to save existing mature trees.

B. ACCESS

1. The City's Traffic Safety Commission shall review ingress and egress, interior parking lot movement and perimeter traffic impacts of all new commercial developments with ten or more required parking spaces.
2. The main drive entrances to the site should have raised planters on the sides to act as "throats" to direct vehicles to the parking areas. There should not be any parking spaces accessed directly from these main driveways within 30 feet of the driveway approach to avoid stacking problems on Pacific Coast Highway.
3. All developments on Pacific Coast Highway must have a two-way driveway access. Driveway approaches should have a bottom width no less than 30 feet.
4. New development with frontage on Pacific Coast Highway should not have a primary access on a local side street.
5. On-site driveways aisles shall be at least 25 feet wide. One-way aisles shall be at least 14 feet wide.

C. LANDSCAPING

Notwithstanding the landscaping requirements in the Zoning Ordinance, commercial developments in the Pacific Coast Highway C-R zone shall have the following criteria applied:

1. All parking areas shall have a five foot landscaped setback from the front property line. A landscaped berm is preferred. This may also be required on the street side of a corner lot.

2. A concrete curb at least four inches high shall border all landscaped areas adjacent to maneuvering areas and vehicle parking.
3. Trees (minimum 36-inch box or four inch trunk size) shall be provided at a rate of one per each ten (10) required parking spaces.
4. Where buildings are not adjacent to the street frontage, such trees are required at a rate of one per each 30 feet of street frontage.
5. All landscaped areas must be served by an automatic irrigation system.

D. ARCHITECTURAL DESIGN

1. Ornamental roof features should not end at a building corner but be continuous for the entire perimeter of the building.
2. Roof top mechanical or electrical equipment must be screened from view on all sides.
3. The Planning Commission shall consider building design, the location of second story openings such as windows and doors, the arrangement of buildings and location of accessory structures and equipment such as, but not limited to, lights, trash enclosures, loading facilities, etc., in order to minimize and/or avoid adverse impacts on adjacent properties and to promote positive aesthetic impacts.
4. Major buildings should have natural finishes whenever possible. The dominant color of approved buildings should be earth tone or a subdued color. Bright colors shall be reserved for accents, graphics or signage but not roofing materials.
5. A sign program for the entire development must be submitted as part of the zoning approval request.
 - a. All business signs except for directional and similar information signs and except for approved freestanding signs must be incorporated into the building design.
 - b. Roof signs are prohibited.
 - c. Freestanding signs must be at least 100 feet from another freestanding sign and located in a landscaped planter. Low profile (under 10 feet high) monument type signs are preferred and should match the buildings.

6. Any existing building proposed to remain as part of a larger commercial development shall be compatible with the proposed buildings. Such buildings shall comply with all Municipal Code regulations.
7. Appropriate architectural trim for windows, doors etc. shall be utilized on all sides of proposed buildings.
8. Designers of proposed buildings on the north side of Pacific Coast Highway should consider window locations and/or awnings relative to the sun.
9. For retail frontages there should be display windows to allow passersby to see inside the store.

E. ENVIRONMENTAL REVIEW

1. Applicants for developments on the north side of Pacific Coast Highway adjacent to single story residential structures shall submit shadow studies if any part of a proposed building will exceed 35 feet in height.
2. Development applications, which include a request for a parking variance, must include a traffic engineer's study.
3. Applicants for developments adjacent to residential uses must submit a photometric study to demonstrate that parking lot and other lights associated with the development will not increase ambient light on neighboring residences.

PASSED, APPROVED AND ADOPTED this 8th day of July, 2002.

/S/ Deane Colbary
Chair

ATTEST:

Julia G. Schroder
/S/Julia G. Schroder
Planning Secretary