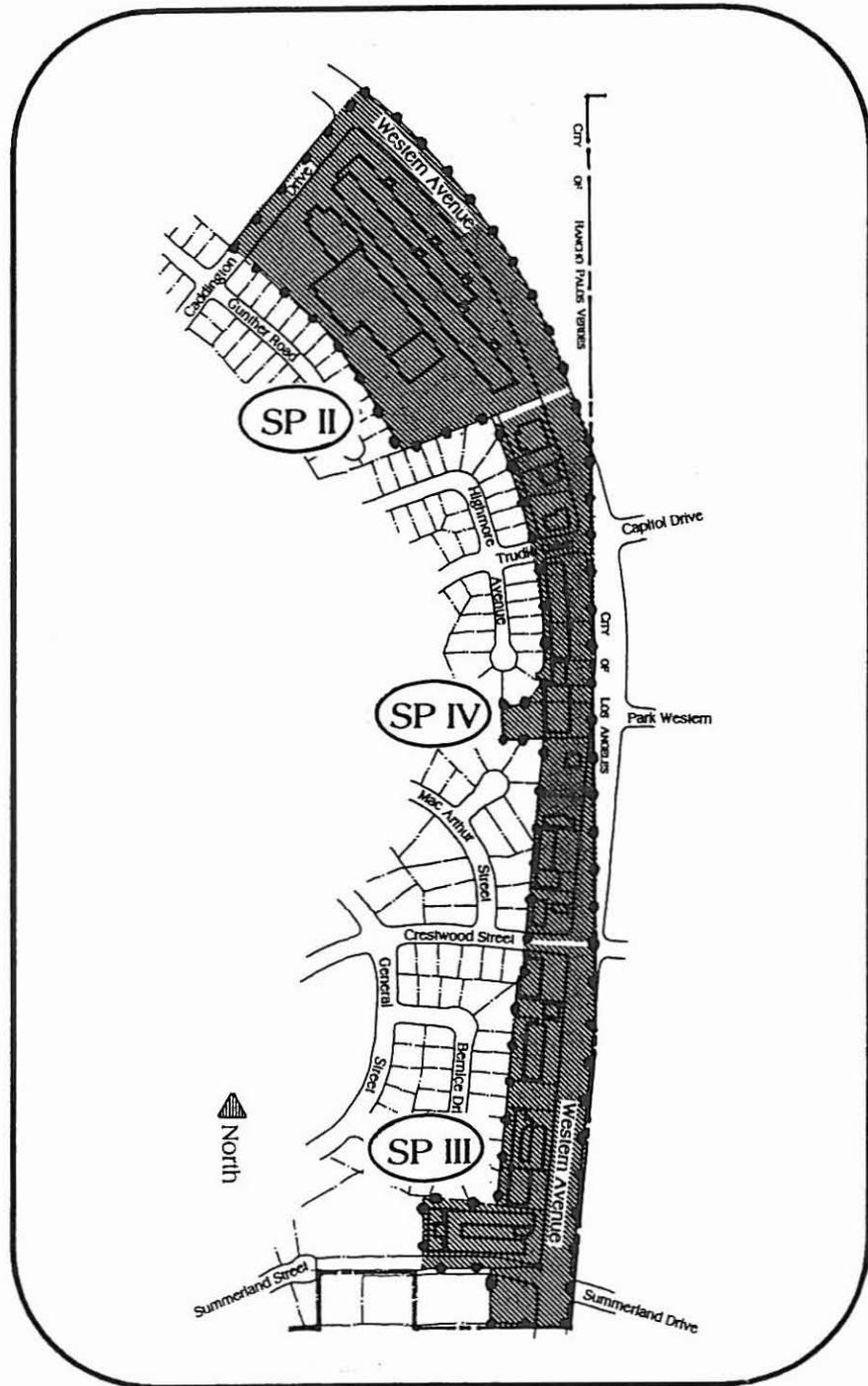


# CITY OF RANCHO PALOS VERDES WESTERN AVENUE SPECIFIC PLANS



JUNE 2001

# **CITY OF RANCHO PALOS VERDES WESTERN AVENUE SPECIFIC PLANS**

A CONSOLIDATION OF WESTERN AVENUE  
SPECIFIC PLANS II, III, AND IV

## **CITY STAFF**

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# I. INTRODUCTION

## A. PREFACE

### PURPOSE OF THIS DOCUMENT:

**NEW** This document represents a consolidation of the three existing specific plans on Western Avenue, namely Specific Plans II, III, IV. These three specific plans are identical in many ways, so this compilation makes them easier to read, compare and use. This document contains the specific plan language verbatim and is changed only where new sections are added and labeled “**NEW**” as this paragraph. When the text is common with the different plans, it is labeled accordingly, e.g., **SP II III**. If a section applies to only one plan, it is labeled so.

**NEW** Improvements have been made in the form of reordering some items, labeling subtopics, and creating a better table of contents. This compilation does not alter any policy or standards of the three Specific Plans. If, however, confusion arises from the use of this compilation, the original documents should be reviewed.

**NEW** These specific plans were prepared in the 1980’s so in some instances the information is out of date. Some “**NEW**” entries have been used to offer more up to date information. Also, it is common for each new development to prepare new, updated studies (such as traffic/circulation and noise) to address and update the specific site and surrounding conditions that may not have been addressed in each specific plan.

### WHAT IS A SPECIFIC PLAN?

**SP II III** The Specific Plan are implementation tools of the General Plan that focuses on a particular parcel or parcels. The Specific Plan sets standards by which development proposals can be evaluated. The Specific Plan is more detailed and is often shorter term than the General Plan.

**SP II III** The intent and purpose of this Specific Plan is to establish a guide for the comprehensive redevelopment or renovation of the existing commercial development located at the southwest corner of Caddinton Drive and Western Avenue, 28821-28939 Western Avenue (SP II) and south of Crestwood Street to the City boundary, 29505-29701 South Western Avenue (SP III).

**SP IV** The Specific Plan are implementation tools of the General Plan that focuses on a particular parcel or parcels. In contrast with zoning regulations, which must be applied uniformly within each zone, a specific plan can include design and regulatory innovations that are tailored to unique features and conditions of a particular location. Preparation of a specific plan also offers the opportunity for close cooperation between residents, property owners, developers, City officials, and other interested parties. This cooperative

relationship can lead to the preparation of a plan that reflects the needs and concerns of all interested parties.

**SP IV** In the City of Rancho Palos Verdes, specific plans have been prepared for the coastal zone and various commercial centers along Western Avenue. In each instance, a specific plan was prepared so that policies and regulations tailored to the unique characteristics of each area could be implemented.

**SP IV** In addition to the reasons discussed above, specific plans for Western Avenue were prepared to protect adjacent residential property from the impacts of commercial development and to encourage the revitalization of the area. A revitalized commercial area would better serve city residents, while improving the business climate and city revenues.

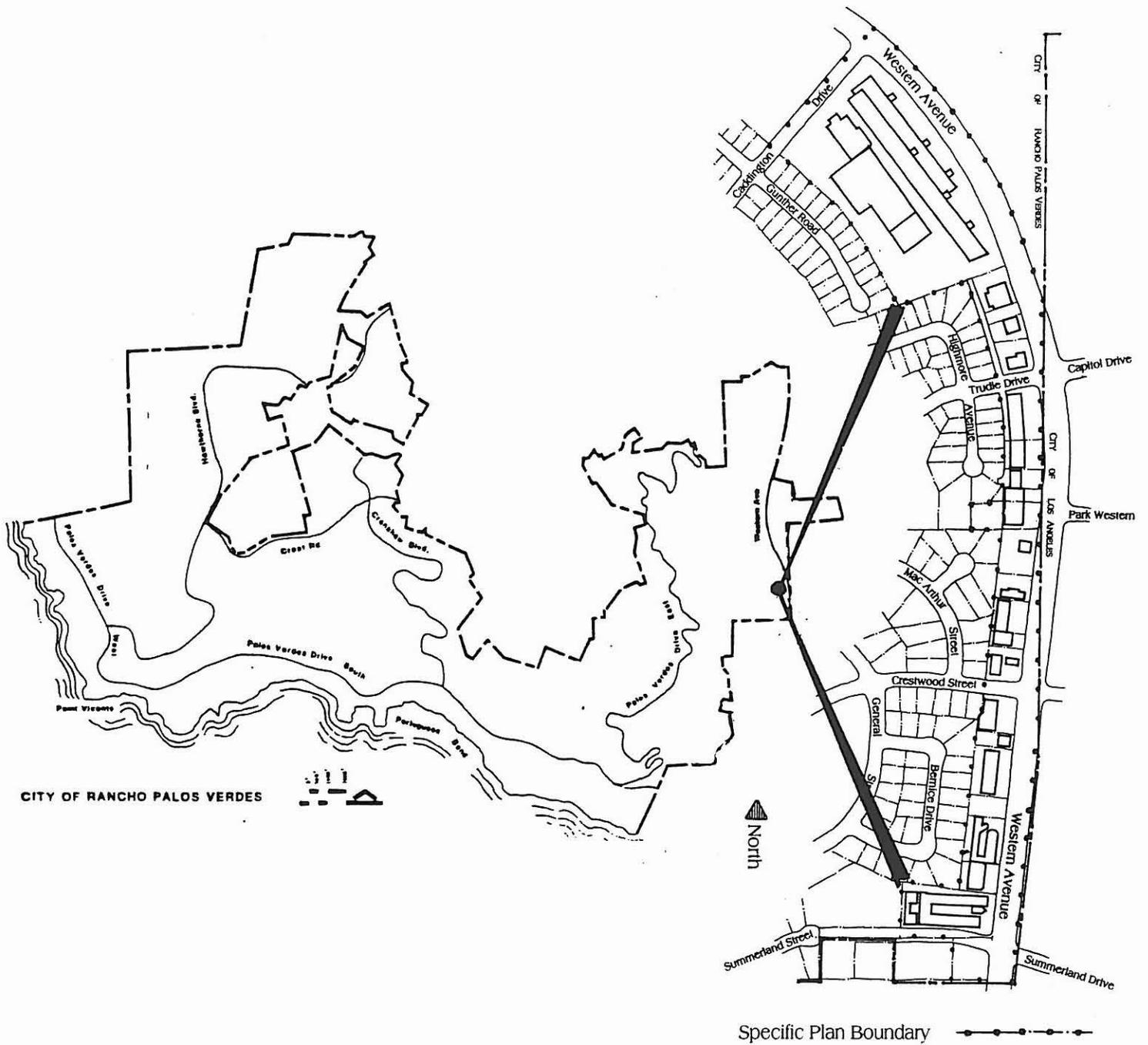
## **B. BOUNDARY**

**NEW** This document consolidates the original three contiguous Western Avenue Specific Plans II, III, & IV. The boundary of the consolidated areas follows the property lines of parcels fronting the west side of Western Avenue between Caddington Drive on the north and Summerland Street on the south, including the parcel at the southwest corner of Summerland Street and Western Avenue. The boundary also includes the public street rights of ways of Western Avenue, within the City and the rights of way of the side streets adjacent to properties included herein. (See Exhibits 1, 2, 3, 4 -Area Map Western Avenue Specific Plans II III IV.)

## **C. AUTHORITY AND SCOPE**

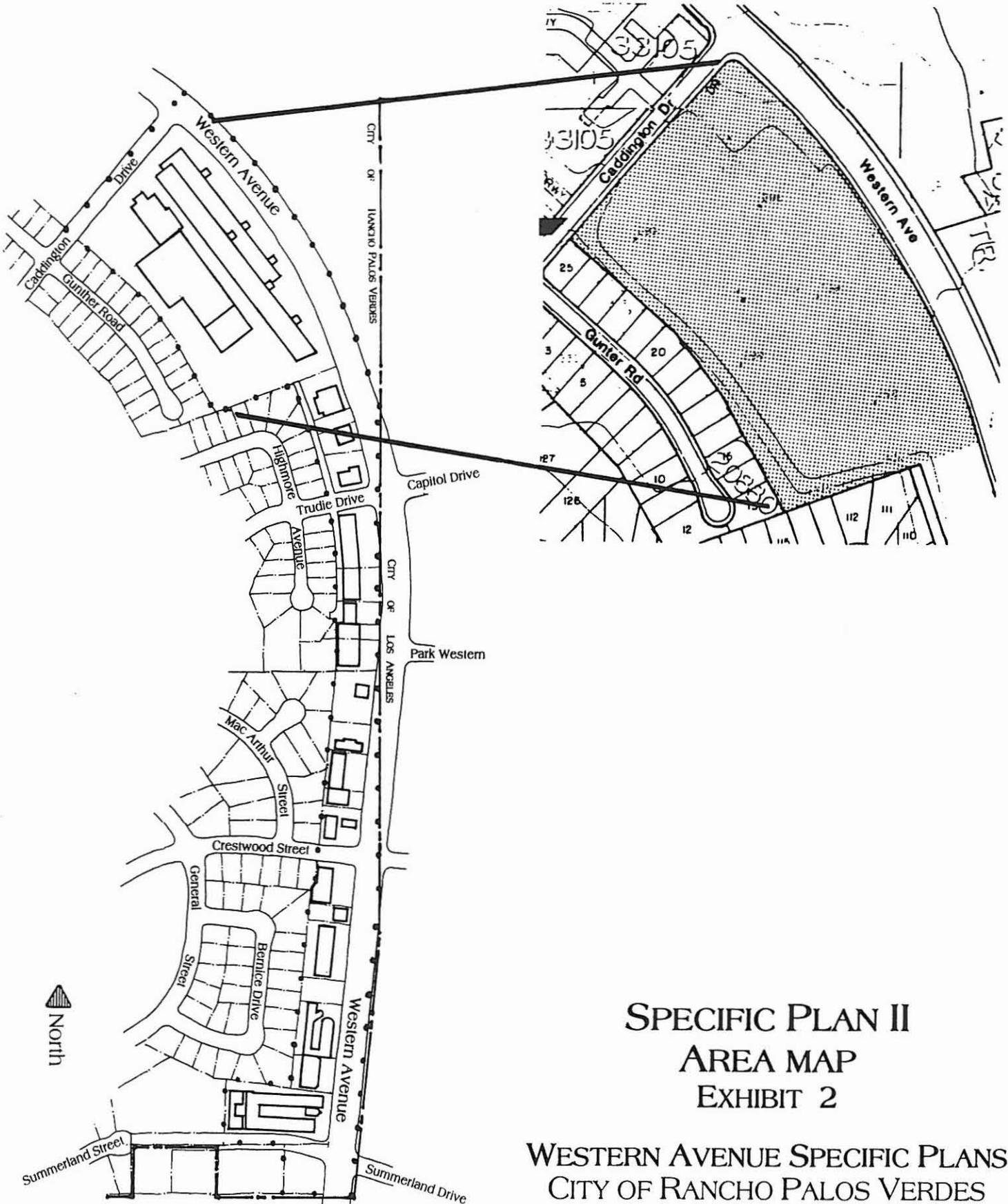
**SP II III** Section 65450 of the California Government Code enables local governments to adopt Specific Plans for the systematic implementation of their General Plans.

**SP IV** Cities are authorized, by Section 65450 of the State Planning, Zoning, and Development Law to prepare specific plans to complement the General Plan as a guide for future development in particular geographic areas. Specific plans combine planning objectives, implementation techniques, and pertinent background information, in a single document that is applicable to a defined area within the City. All future development, public works projects, subdivisions, and zoning amendments in the area addressed by the plan must be consistent with the specific plan.



SPECIFIC PLANS II III IV  
AREA MAP  
EXHIBIT 1

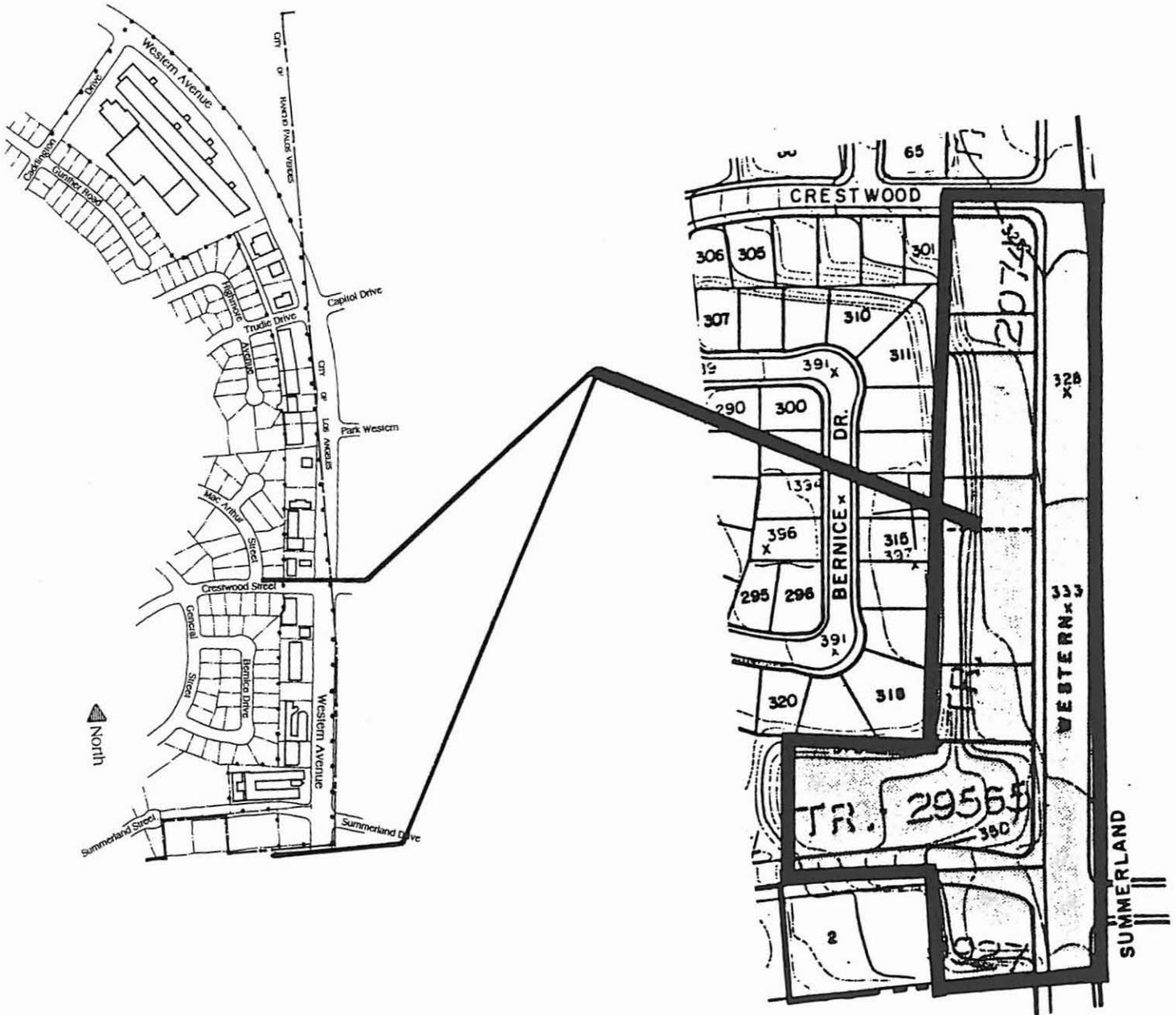
WESTERN AVENUE SPECIFIC PLANS  
CITY OF RANCHO PALOS VERDES



**SPECIFIC PLAN II  
AREA MAP  
EXHIBIT 2**

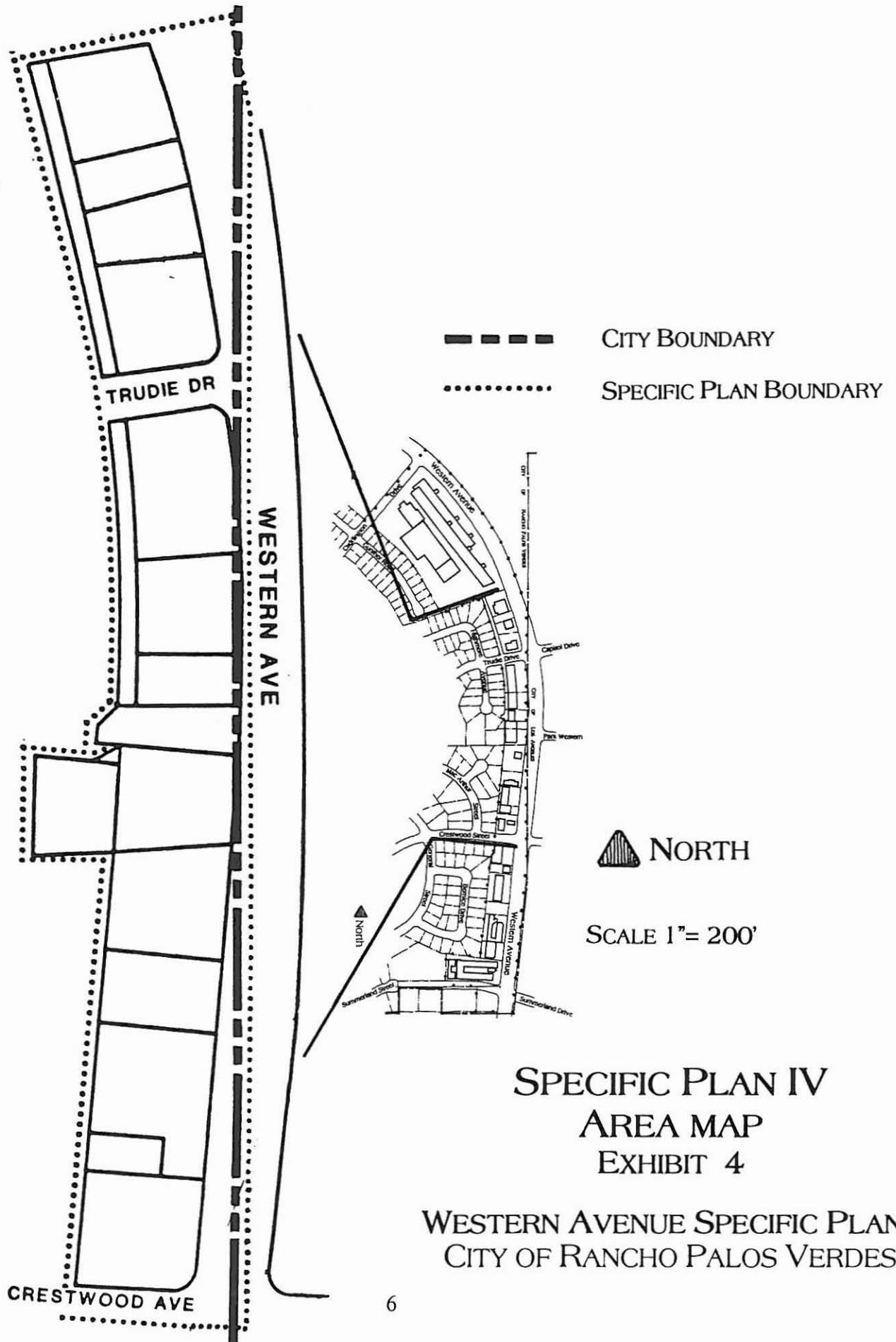
**WESTERN AVENUE SPECIFIC PLANS  
CITY OF RANCHO PALOS VERDES**

Western Avenue Specific Plans



SPECIFIC PLAN III  
AREA MAP  
EXHIBIT 3

WESTERN AVENUE SPECIFIC PLANS  
CITY OF RANCHO PALOS VERDES



## D. RELATIONSHIP TO GENERAL PLAN AND ZONING

**SP II III IV** This document (Western Avenue Specific Plans) does not propose any change to the existing General Plan designation or zoning of the area. In Chapter IV – Plan Elements, it discusses the relationship of this Specific Plan to the Development Code regulations pertaining to the Commercial General (CG) Zone.

**SP II III IV** This document pursues the attainment of various General Plan goals and most directly relates to the following General Plan policies:

### 1. Land Use

- a. **SP II III IV** Place commercial activities under the same building orientation controls as residential activities in regard to topographic and climatic design factors.
- b. **SP II III** Require commercial activity, where a commercial area would be nonconforming with adjoining activities, to provide the necessary mitigating measures, including landscaping, etc.
- c. **SP IV** Require commercial activity, where a commercial area would be nonconforming with adjoining activities, to provide the necessary mitigating measures.

### 2. Circulation - **SP II III IV**

- a. Make special efforts to ensure safe conditions on ingress and egress routes to commercial areas for both pedestrians and vehicles.
- b. Study parking areas as to the degree of use for the total area. Where a portion of the parking area is determined to only serve short-term seasonal demands, alternative surface treatments, such as grass, should be employed.
- c. Require adequate off-street parking for all existing and future development.

### 3. Buffering/Screening

- a. **SP II III IV** Require adequate provisions be incorporated into commercial site design to reduce negative impacts on adjoining residential areas.
- b. **SP II III IV** Require commercial sites to limit the exposure of parking and exterior service areas from the view of adjoining sites and circulation routes.

## Western Avenue Specific Plans

- c. **SP II III IV** Underground all new power lines and communications cables and implement programs to place existing lines and cables underground.
  - d. **SP II III** Require adequate screening or buffering techniques for all new and existing commercial activities in order to minimize odors, noise pollution.
  - e. **SP II III** Require the minimization of noise emissions from commercial activities by screening and buffering techniques.
  - f. **SP IV** Require adequate screening or buffering techniques for all new and existing commercial activities in order to minimize odors, noise pollution and emissions
- 4. Views SP II III IV**
- a. Require that scenic view disruption by commercial activities be taken into account not only in the physical design of structures and signs, but also in night lighting of exterior grounds.
  - b. Preserve and enhance existing positive visual elements, while restoring those which are lacking in their present visual quality.

## II. AREA ANALYSIS

### A. DESCRIPTION AND CONDITIONS

**NEW** This section presents the description of the three Specific Plans. Because SP II has been redeveloped a new description is presented. SP III & IV are presented as in the original text of the specific plans. See Exhibit 5, 6, 7 for the Specific Plan Boundary, Land Use and Zoning.

#### 1. Specific Plan II

**NEW** The original Specific Plan discussed an existing commercial center and service station located on two parcels of land. This site has since been consolidated and developed into “The Terraces”, a retail commercial shopping center that is constructed on this steep sloping site. There are three levels that are physically terraced up this property. This center consists of \_\_\_\_\_ sq. ft. of floor area and parking for \_\_\_ vehicles. The major tenants are on the upper level and consist of Regal Cinema 6 movie theater, Do-it Center home improvement center, and Bally Total Fitness center. The middle level contains Trader Joes grocery store, Kinko’s copy center, Kanaster’s for Men clothing store, Shoppe Lou Nel, Mules Seafood restaurant, GNC health care products, Sub-R-Us restaurant, Apple One, Fancy Nails, Blockbuster Video, Rinaldi Italian Deli, The Tailor Shop, and El Pollo Loco restaurant. The lower level, that is nearest to Western Avenue, consists of Red Rack Mattress store, Midnight Espresso coffee shop, Snipz The Salon, Joanne’s Closet clothing store, Tae Kwon Do gym, and Landmark Realty.

Adjacent land uses are: Commercial across Western Avenue to the east, southeast; commercial to south along Western Avenue; institutional across Western Avenue to the east; multi-family residential across Caddington Drive to the north; and single-family residential to the west and south (behind the Western Avenue commercial frontage).







## Western Avenue Specific Plans

### 2. **Specific Plan III** (original text as follows)

This Specific Plan area includes all properties which front on the west side of Western Avenue from and including 29505-29701 Western Avenue. A listing of these properties by address, owner, and usage follows:

<u>ADDRESS</u>	<u>OWNER</u>	<u>USAGE</u>
1. 29505 Western	La Mancha	Vacant, previously Mobil Service Station
2. 29519 Western	Spiropovlos	Taco Bell Express
3. 29529 Western	Mark C. Bloome	Mark C. Bloome Tire Center
4. 29601 Western	Frank & Frank	Tasman Sea Motel, restaurant & Road Runner Pizza Parlor
5. 29619 Western	Pierson	H. Salt Fish & Chips, Casual Cuts Hair Salon, & Brown Realty
6. 29641 Western	70 Individuals	Eastview Townhouse – 70 units
7.	Sabovich & Owings	Driveway
8. 29701 Western	Burtis Corp.	Unocal Service Station

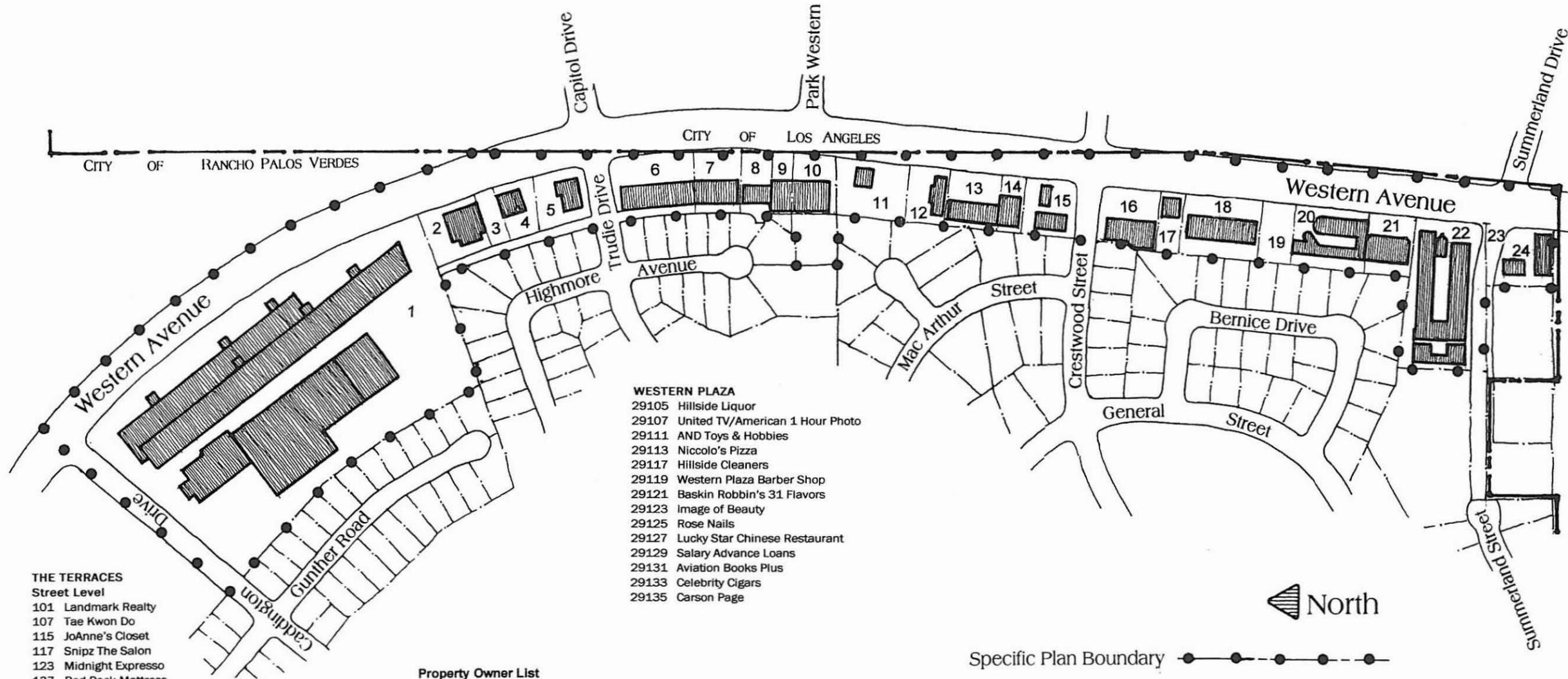
**NEW** (Note: See Exhibit 8 for an updated listing).

Most of this area was developed in 1950-60, except the Mark C. Bloome site, which was constructed in 1976. The property was zoned commercial by Los Angeles County prior to annexation in 1983. The entire area is now zoned Commercial (Commercial General – Specific Plan District). There are approximately 135,000 square feet of improvements of which over 70% is non-commercial, i.e., the Eastview Townhouse. The townhouse has a density of 44 units per acre which is double the density allowed in the City's highest density residential district.

Adjacent land uses are: Commercial across Western at north and south ends; Open Space Recreational directly across Western Avenue; Single Family residential to the south and to the west behind 29505-29627 Western Avenue; Institutional to the west behind 29641 and 29701 Western Avenue; and Commercial to the north along Western Avenue.

Generally the area slopes up from Western Avenue with a pad area along the street and an extreme slope at the rear. This slope serves to physically separate the commercial area from the single-family residential area to the rear on Bernice Drive and Crestwood Street. The extreme slope also constitutes an unbuildable portion which ranges from 10% to 40% of each property except the driveway (Property 7)(shown herein as 23). The landscape of this slope consists of a variety of groundcovers, shrubs and trees, that lack any unifying theme, and was originally planted to enhance slope stability.

This area is immediately across from Peck Park, a 75-acre park in the City of Los Angeles. The park contains a variety of facilities, picnic areas, and a community building. The park landscaping includes a variety of Southern California ornamental plants that are also found in much more limited quantities in the developed portions of the area.



- THE TERRACES**  
**Street Level**  
 101 Landmark Realty  
 107 Tae Kwon Do  
 115 JoAnne's Closet  
 117 Snipz The Salon  
 123 Midnight Expresso  
 137 Red Rack Mattress  
**Second Level**  
 201 El Pollo Loco  
 203 The Tailor Shop  
 205 Rinaldi Italian Deli  
 207 Blockbuster Video  
 215 Fancy Nails  
 217 Apple One  
 219 Subs-R-U's  
 221 GNC  
 223-225 Mules Seafood  
 227 Shoppe Lou Nel  
 229 Kanaster's for Men  
 231 Kinkos  
 243 Trader Joes  
**Third Level**  
 315 Bally Total Fitness  
 327 Do-it Center  
 333 Regal Cinema 6

**Property Owner List**

Specific Plan	Lot #	Western Ave. Address	Assessor Parcel No.	Owner	Building Type	Tenants
SP II	1	28821	7550-19-18	PV Terrace Inc	Shopping Center	The Terraces (see listing)
	2	29019	7550-20-12	Shinn Trust	Restaurant	Planet Kids
	3	29023	7550-20-13	Shinn Trust	Restaurant	parking for TOGO's
	4	29023	7550-20-14	Shinn Trust	Restaurant	TOGO's Restaurant and Drive-in
	5	29051	7550-20-15	Shinn Trust	Restaurant	Marie Calandar's
SP IV	6	29105	7557-30-13	Shinn Trust	Store	Western Plaza (see listing)
	7	29125	7557-30-32	Shinn Trust	Store	Western Plaza (see listing)
	8	29211	7557-30-33	Shinn Trust	Commercial	Eastview Medical Building
	9	29215	7557-30-34	Shinn Trust	Commercial	Health Food Village, Domino's Pizza, H&R Block
	10	29229	7557-30-35	Shinn Trust	Financial	Kragen Auto Parts
	11	29317	7557-31-12	Checkerboard Prop. Inc.	Restaurant	Jack in the Box
	12	29403	7557-31-13	Smith Trust	Restaurant	Alan's Pancake House
	13	29409	7557-31-14	Mullenaux	Office	Torrance Memorial - Family Medicine Center, Classic Cleaners
	14	29413	7557-31-10	Figlewicz	Commercial	Shaw Carpet, Bay Cities Vacuum and Sewing Machines
	15	29421	7557-31-02	7561001002A Inc.	Gas Station	Chevron Service Station
SP III	16	29505	7557-39-05	Wadhani	Store/Office	Papa John's Pizza, Nancy Nails, Sun Shower Body Care, Top Wok, & Western Cleaners
	17	29519	7557-39-06	Geisebach/Simkover	Garage	Instant Oil Change
	18	29529	7557-39-18	Goodyear Tire & Rubber Co.	Garage	American Tire store
	19	29601	7557-39-17	Frank	Parking	Parking for Tasman Sea Motel
	20	29601	7557-39-14	Frank	Motel	Tasman Sea Motel & Restaurant
	21	29619	7557-39-11	Pierson	Stores	Harbor Lights Escrow, Casual Cuts, Solaro Financial/Real Estate & H. Salt Esq. Fish
	22	29641	7557-39-24-93	Eastview Townhouse	70 Unit Condo	Highrise Condominiums
	23	29641	7557-39-95	Valbon Inc.	Driveway	Driveway
	24	29701	7557-39-20	Tosco Corp	Garage & Stores	Discount Tires, Pizza Hut, vacant

**PROPERTY OWNERS LIST**  
 (AS OF MARCH 2001)  
**EXHIBIT 8**

**WESTERN AVENUE SPECIFIC PLANS**  
 CITY OF RANCHO PALOS VERDES  
 SP II - SP III - SP IV

**3. Specific Plan IV** (original text as follows)

The Specific Plan area includes all properties which front on the west side of Western Avenue from and including 29019-29421 South Western Avenue. The area includes approximately 60,000 square feet of improved commercial floor area. The property in this area was zoned commercial by Los Angeles County prior to annexation in 1983. The entire area is now zoned Commercial (Commercial General – Specific Plan District).

After the 1983 annexation, a small portion of the public right-of-way and the Western Plaza site (+/- 0.10-acre) came to be under the jurisdiction of the City of Los Angeles, while the remaining area became Rancho Palos Verdes. As a result, two of the large freestanding signs identifying businesses in Western Plaza fall under the jurisdiction of the City of Los Angeles. An attempt to re-align the boundary in 1986 failed to obtain the support of the Los Angeles City Council.

Adjacent land uses are: Commercial across Western at north, south, and east sides. Single family residential to the west.

Generally the area slopes up from Western Avenue with a pad area along the street and an extreme slope at the rear. This slope serves to physically separate the commercial area from the single-family residential area to the rear on Highmore Drive and MacArthur Street. The landscape of this slope was originally planted to enhance slope stability and consists of a variety of ground covers, shrubs, and trees lacking any unifying theme.

**B. MAJOR ISSUES AND CONCERNS**

The major issues and concerns to be addressed by these Specific Plans are discussed below.

SPECIFIC PLAN II:

**NEW** SP II area has been redeveloped with “The Terraces” shopping center. The following is the original text.

**SP II** The area has experienced vacancies including the service station site. The existing development was built in the 1950’s is now dated, both functionally and aesthetically. The existing appearance of the site from Western Avenue is not conducive to attracting customers. The area, in its present design, suffers from the existing topography. The Harbor Heights stores are not visible from Western Avenue. What is visible is a proliferation of large pole signs and utility wires. The two sites are not connected in their present design; they are at different elevations, they have separate points of access and they do not share any common design elements. The area is adjacent to residential areas and is within the viewshed of many residences.

**SP II** This plan is directed toward maximizing the retail use of the site for the purpose of providing convenient shopping in an attractive setting and for the purpose of providing sales tax revenues to the City. The Plan is directed towards encouraging quality renovation and development. The Plan proposes cohesiveness in design to suggest and identity for the site as well as for the City. The Plan seeks to improve the existing access to the area and provide for safe pedestrian, bicycle, vehicular, and transit access to the area. The Plan is directed toward protecting the views of surrounding residences while minimizing the adverse sensory (noise, odors) impacts of the area through effective buffering.

SPECIFIC PLAN III:

**SP III** Specific Plan No. 3 is located at an entrance to the City from Los Angeles (San Pedro) for west bound traffic on Summerland Street and north bound traffic on Western Avenue. In its present condition it is not visually distinct as Rancho Palos Verdes versus San Pedro.

**SP III** This area can be characterized as minimally landscaped, lacking architectural cohesiveness, and having a proliferation of signage and utility wires. Sparse landscaping in the area contrasts starkly with the lush greenery prevalent in Peck Park, directly across Western Avenue.

**SP III** The motel Tasman Sea, 29601 Western Avenue, is visually prominent by its architecture, color, and signage. It is the only motel along this segment of Western Avenue and in Rancho Palos Verdes.

**SP III** The Eastview Townhouse, 29641 Western Avenue, is also visually prominent by its height and mass. It is four-stories over a parking area. It consists of 70 units at a density of approximately 44 units per acre. It is zoned commercial, and as such, it is an existing nonconforming use.

**SP III** The area is also adjacent to residential properties; however, the extreme slope at the rear of most of the area creates a buffer between the residential and commercial properties while limiting the developable area of these parcels.

**SP III** Additional factors affecting the development of the area are: substandard lot sizes and shallow lot depth; lack of a consistent theme for site identification; inadequate street furniture and public amenities; inadequate pedestrian and vehicular access between sites; above ground utilities; and, inadequate trash enclosures and utility or mechanical equipment screening. Potential conflicts at the Summerland Drive access also remain to be resolved.

**SP III** Although the area is subject to the problems and constraints discussed above, many opportunities for positive development beneficial to property owners and surrounding residents exist. Specifically, new development and renovation of existing development can be guided to focus on land uses that complement the scenic attraction of the Peninsula/Harbor area without adversely affecting surrounding residential property. Linkages between commercial sites, within the Specific Plan area and adjacent residential neighborhoods can be forged. The unique identity of Peninsula development can be reinforced.

**SP III** This Specific Plan is specifically directed toward encouraging quality renovation and development that builds on the opportunities available to this area and eliminates or reduces the constraints this area faces. The Specific Plan proposes cohesiveness in design to suggest an identity for the site as well as for the City. The plan proposes that the area be strengthened as an entry to Rancho Palos Verdes and that it be targeted for visitor serving uses. The Plan seeks to improve the existing access to the area and provide for safe pedestrian, bicycle, vehicular, and transit access to the area. The Plan is directed toward protecting the views of surrounding residences while minimizing the adverse sensory impacts (noise, odors) of the area through effective buffering. Finally, the Plan endeavors to provide standards for development and renovation that recognize the unique character of this area.

#### SPECIFIC PLAN IV:

**SP IV** Specific Plan Area IV is located between Specific Plan Area II and III. In its present condition this area is not visually distinct Rancho Palos Verdes versus San Pedro, and it is not thematically or functionally linked with the adjacent Specific Plan areas. The plans for Areas II and III (SP II & III) have already been adopted by the City and are now in effect. The adopted plans include a Mediterranean design theme, modified height, setback, and parking requirements, and a list of public amenities that should be included in new commercial development. This document will incorporate some of the concepts and standards used in previous plans, as well as include new concepts and standards that are necessary to address the unique issues of this area that are discussed in the sections that follow.

**SP IV** Specific Plan Area IV can be characterized as minimally landscaped, lacking architectural cohesiveness, and having a proliferation of signage and utility wires. Visual buffering between commercial development and adjacent residential neighborhoods, as well as buffering between the Western Avenue right-of-way and the commercial parking areas, is virtually non-existent.

**SP IV** The area is also adjacent to residential properties; however, the extreme slope at the rear of most of the area creates a buffer between the residential and commercial properties while limiting the developable area of these parcels.

**SP IV** Additional factors affecting the development of the area are: substandard lot sizes and shallow lot depth; lack of a consistent theme for site identification; inadequate street furniture and public amenities; inadequate pedestrian and vehicular access between sites; above ground utilities; and, inadequate trash enclosures and utility or mechanical equipment screening. Circulation conflicts at the Western Plaza access to Trudie Drive remain to be resolved. Potential conflicts at the Summerland Drive access also remain to be resolved. Jurisdiction over a portion of Western Plaza by the City of Los Angeles and Rancho Palos Verdes also complicates planning and development.

**SP IV** Although the area is subject to the problems and constraints discussed above, many opportunities for positive development beneficial to property owners and surrounding residents exist. New development and renovation of existing development can complement the scenic attraction of the Peninsula/Harbor area without adversely affecting surrounding residential property. Linkages between commercial sites, within the Specific Plan area and adjacent residential neighborhoods can be forged. The unique identity of Peninsula development can be reinforced.

**SP IV** This Plan is specifically directed toward encouraging quality renovation and development that builds on the opportunities available to this area and eliminates or reduces the constraints this area faces. The Plan proposes cohesiveness in design to suggest an identity for the site as well as for the City. The Plan includes mandatory measures, triggered by new development or renovation, and voluntary measures that are intended to strengthen the competitive appeal of this retail commercial area and make it more attractive, identifiable and functional.

**SP IV** The Plan seeks to improve the existing access to the area and provide for safe pedestrian, bicycle, vehicular, and transit access to the area. The Plan is directed toward protecting the views of surrounding residences while minimizing the adverse sensory impacts (noise, odors) of the area through effective buffering. Finally, the Plan endeavors to provide standards for development and renovation that recognize the unique character of this area.

### III. PLAN CONCEPT

#### A. DEVELOPMENT AND USE

**SP II IV** Specific Plans No. 2 and IV provide the regulations, standards and criteria for major or minor redevelopment of the project area with new construction or for minor renovation of portions of the area. It is planned for retail/service commercial use. It is viewed as an integral and potentially unique component of the Western Avenue commercial complex.

**SP II** The unique topography of the area is presently (was) its greatest problem and potentially a unique design opportunity. The various existing levels of the area must be integrated and the uses, circulation and structures which will be planned should be designed to make it one site.

**SP II** The close proximity of residential uses requires appropriate buffering techniques to protect them from the commercial uses. At the same time, pedestrian access to the commercial uses should be encouraged.

**SP III** Specific Plan No. 3 provides the regulations, standards and criteria for major or minor redevelopment of the project area with new construction or for minor renovation of portions of the area. It is planned for service commercial use with an emphasis on visitor-serving uses, such as eating and drinking places, hotels and motels, and entertainment. It is viewed as an integral and potentially unique component of the Western Avenue commercial complex.

**SP III** The close proximity of residential uses requires appropriate buffering techniques to protect them from the commercial uses. The area should incorporate park-like landscaping to provide a visual transition from Peck Park to the commercial uses and to further buffer the residential uses. At the same time, pedestrian access to the commercial uses should be encouraged. The ground floors of buildings should have the most active use areas. The ground level is where people walk, drive and expect to find the goods and services that they need. If the street frontages are active, the City is more vibrant. Conversely, blank façades, unarticulated walls, and non-active uses at ground level produce dull, underused places.

**SP IV** As part of redevelopment, the City would like to encourage the merging of lots held in common ownership to encourage master-planned development. Pedestrian access to the commercial uses should also be encouraged since a significant number of surrounding residents walk to the area. The ground floors of buildings should have the most active use areas. The ground level is where people walk, drive and expect to find

the goods and services that they need. If the street frontages are active, the City is more vibrant. Conversely, blank façades, unarticulated walls, and non-active uses at ground level produce dull, underused places.

## **B. SITE PLAN**

**SP II III IV** The project area should be oriented toward Western Avenue for several reasons:

**1. Identification - SP II III IV**

It is essential for the marketing success of the businesses that there is strong identification from Western Avenue, which is the major traffic artery.

**2. Residential Buffering - SP II III IV**

The orientation should be directed away from and buffered from the adjacent residential uses.

**3. Circulation - SP II III IV**

The viability of the businesses is also strongly related to their ability to relate to other businesses on Western Avenue. Convenient pedestrian and automotive circulation among these businesses are important. The project area also needs to be designed so that it is integrated internally; pedestrians, automobiles, and service vehicles must be able to easily and safely use the area. Well-designed and inviting walkways will attract customers. Easily accessible parking and safe separate service access areas will better accommodate vehicles.

**4. Caddington Drive - SP II**

Caddington Drive carries residential traffic and there is residential development directly across that local street. Secondary access only should be provided there.

**5. Underground Parking - SP III IV**

Underground or under building parking may be a reasonable method of compensating for the lot area lost to extreme slope while also providing an extra buffer for the residential properties.

**6. Lot Sizes - SP III**

29519 Western Avenue (APN# 7557-39-06 and Parcel 17 on Exhibit 8) should be merged with one of the adjacent lots if possible to alleviate the constraints of its narrow configuration. Adjoining substandard size lots that are in the same ownership should be merged as required by Section 17.68.040 of the Development Code.

**7. Lot Sizes **SP IV****

Lots in the Specific Plan area that are smaller than the minimum lot size in the Commercial General (CG) Zone should be merged to encourage unified, master-planned development.

**C. GRADING**

SPECIFIC PLAN II:

**NEW** This section regarding SP II describes the conditions that existed prior to the construction of the The Terraces, which served to implement the original language. The Terraces was constructed with three levels and the storefronts oriented to Western Avenue.

**SP II** The project area has approximately 98 feet of elevation change from the highest point to the lowest. The main existing shopping center building is 17-42 feet higher the Western Avenue from south to north.

**SP II** While this topography has detrimental effects presently, it provides the opportunity, through design, to maximize future development visibility and provide excellent views from the upper areas. Properly designed and implemented the area can also increase the visual quality of Western Avenue.

**SP II** Assuming that the geology/soils conditions allow for grading, (the developers must prove this to the City's satisfaction) it would be possible to create different building pad levels. This could both provide the visibility from Western Avenue, enhance views from the buildings, and internally integrate the project area.

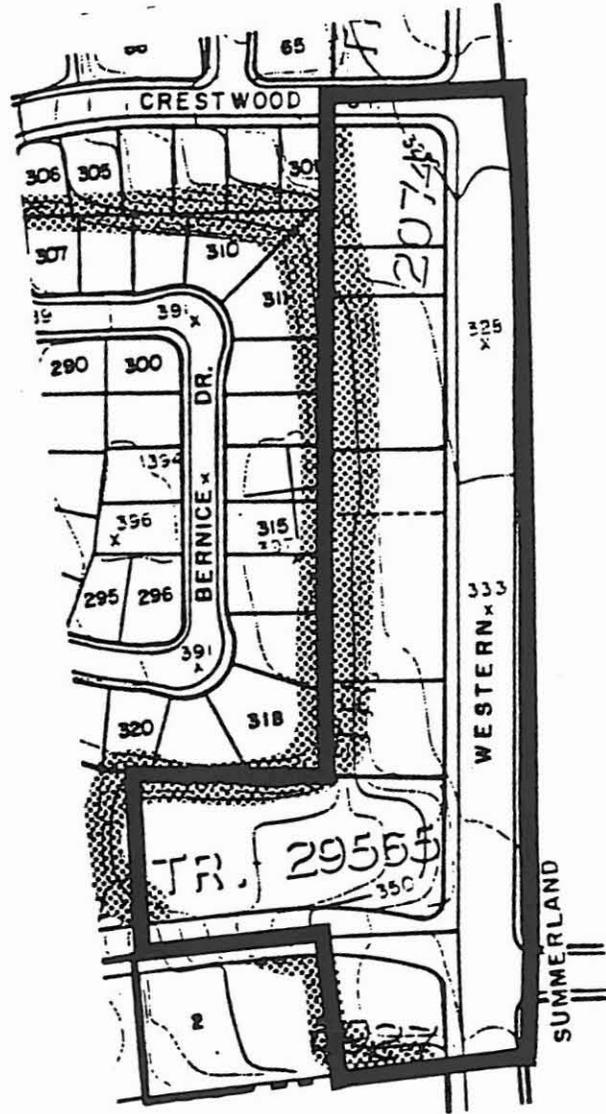
**SP II** Grading and construction on extreme slopes may be considered under a Conditional Use Permit application. The general criteria for grading which is in the Development Code will be the basis for evaluating such a proposal.

SPECIFIC PLAN III & IV:

**SP III IV** Grading and construction on extreme slopes should not be allowed. The slopes serve as a buffer area for the residential property to the rear and should not be disturbed unless determined to be necessary for slope stabilization purposes. See Exhibit 9 Extreme Slopes.

Western Avenue Specific Plans

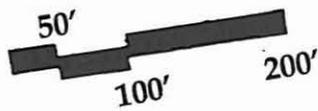
EXHIBIT 9



LEGEND

 - 35+% SLOPE

 NORTH

 50' 100' 200'

EXTREME SLOPES  
EXHIBIT 9

WESTERN AVENUE SPECIFIC PLANS  
CITY OF RANCHO PALOS VERDES

## D. THEME - SPECIFIC PLAN II

### 1. Reasons for a Theme - **SP II**

In reviewing the possibility of requiring a specific theme or style for the project area (and possibly other areas of Western Avenue) the desirability or need for a theme arises from three identified goals:

- a. **Identity** - Create Rancho Palos Verdes identity versus City of Los Angeles. Businesses in Rancho Palos Verdes compete directly with businesses in the City of Los Angeles as well as with each other. There is some feeling that those in Los Angeles have an edge because that City's standards for signs are less stringent. An opposing opinion is that, all things being equal, businesses located in better designed structures and sites which are more attractive to customers have the competitive edge. This plan takes that opinion. Creating a definite identity in Rancho Palos Verdes of good design is desirable from a business point-of-view.
- b. **Community Identity** – Integrate Eastview commercial into remainder of Rancho Palos Verdes. Since annexation of the Eastview area in 1983 it has been a goal to implement those things which help integrate the area into the City. A design identity for the commercial areas can be a very strong visible integrator. Over a period of time, as the commercial areas change through redevelopment and renovation, they will also look and feel more a part of Rancho Palos Verdes, especially if this is a cooperative effort of many groups.
- c. **Unified Theme** – Tie the project area(s) together. A unified theme or style can integrate diverse sites, building types, and uses. It creates an identity for business purposes and attracts customers, if well designed. A theme need not be sterile, over-uniform or overly restrictive; there can be a lively diversity within a theme.

### 2. Theme Alternatives - **SP II**

There are at least three alternatives in selecting a theme for commercial development; those listed below from weakest to strongest could be used along or in combination.

- a. **Landscaping** - It is possible to have a theme by use of similar landscape material and features. Any architectural style and materials could be used.
- b. **Architectural Materials** - The plan could also implement a theme by requiring/prohibiting certain materials and colors for architectural use. For example, allow only brick and block in earth tones with wood trims; another example, prohibit metal, stucco, and primary colors. Any architectural style could be used but some uniformity would be achieved in materials.

- c. **Architectural Style** - Select an architectural style to which all new construction and renovations must conform. This would create the strongest theme.

This plan promulgates that a theme based on an architectural style combined with appropriate landscaping and site design is most desirable.

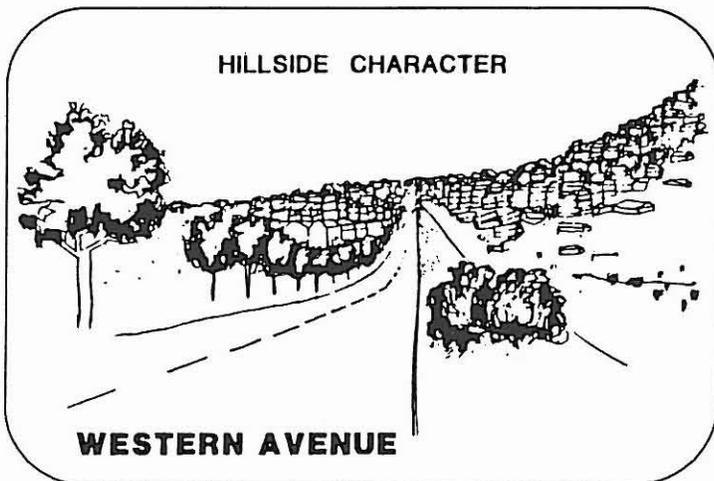
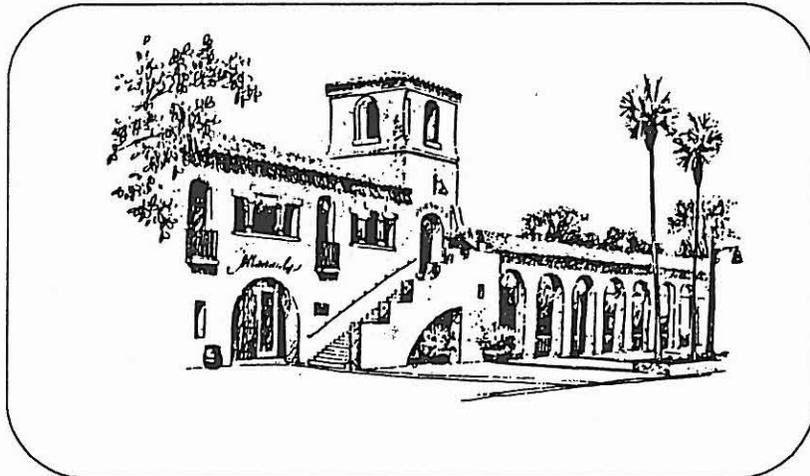
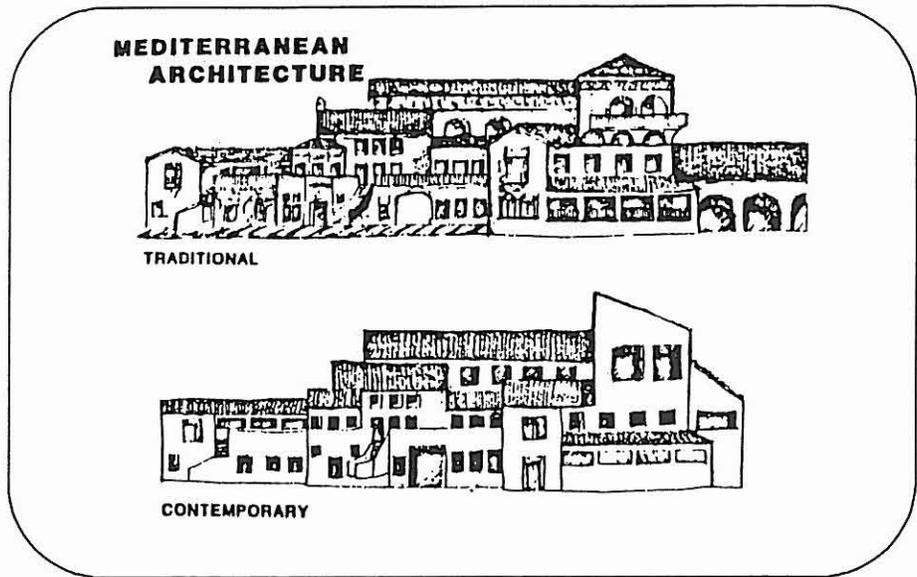
### 3. **Architectural Style - SP II**

In choosing an architectural style for commercial use the following factors were analyzed:

- a. **Climate**- The analysis revealed that the climate, on the Peninsula as a whole, is commonly described as Mediterranean.
- b. **Topography** – On the Eastside at these lower elevations it is generally warmer and less foggy. The sloping topography is of a Mediterranean character.
- c. **Prevailing trend in surrounding area and City** – There are three general trends in the area:
  - i. Newer commercial and residential architecture are Mediterranean in some form, for example, the Palos Verdes Plaza, the Courtyards (condominiums),
  - ii. Older commercial centers of “Shopping Center” architecture and independent “Corporate Image” buildings,
  - iii. Residential tracts built in the 1950’s and 1960’s with no common style and often referred to as “California Tract”. As you view the hillsides surrounding the project area one can see many tile roofs and generally low profile rooflines climbing up the hillsides.
- d. **Range of adaptations or sub-types within style versus one “look”** - There are many architectural styles to choose from, for example traditional, such as New England Colonial, Georgian, Roman Classicism, Greek Revival and Victorian Gothic. More contemporary forms include International and Art Deco, and sometimes contemporary forms of styles used for other functions, such as, Barn and Ranch. Architecture should follow both its surroundings, site, climate and function. Some styles are very precisely defined in one form while others can vary tremendously within the umbrella of a “style”.

With all of the above factors in mind, Mediterranean has been selected as the appropriate architectural style. It contains the forms of Maritime Mediterranean, Spanish Colonial Revival, Mission Style, and Contemporary forms of the above mentioned styles. The architecture is generally developed from environmental factors and the availability of building materials. See Exhibit 10 for Architectural Style samples.

- i. **Mediterranean Architectural Elements** Major elements of Mediterranean Architecture located near the coast are:
  - Tile, slate, or wooden roofs to insulate the structures from the intense heat and to help provide for a cool interior environment.
  - Buildings painted white to reflect, rather than absorb the heat.
  - Double storied interior spaces with high windows to provide area where the warm air can rise and escape.
  - Open arcades, balconies, terraces, and patios to provide areas where people can enjoy the warm climate.
  
- ii. **Contemporary Mediterranean** Contemporary Mediterranean Architecture generally includes smooth and uniform wall surfaces that lack ornamentation. The forms are usually geometrical (square, rectangular and triangular). These forms are combined with elements of traditional Mediterranean Architecture includes:
  - Two-story high rooms with elevated windows.
  - Tile, wood, or slate roofs.
  - Vaulting architectural elements.
  - Arched windows and doors.
  - Stucco or block siding.
  - Stacked units.
  - Open terraces, patios, and balconies.
  - Colors that are light and neutral: white, off-white, cream, and pastels, with complementary accent colors.
  
- iii. **Landscape Architecture of the Mediterranean style** In addition, the landscape architecture of the Mediterranean style contains the following elements:
  - Cascading and mounding landscape, rather than upright.
  - Open-branched trees, rather than dense.
  - Flowering plants, rather than non-flowering.
  - Low water use, rather than high.
  - Highly detailed areas of streetscape, rather than plain concrete or asphalt.
  - Use of open terraces, patios, and balconies rather than enclosed areas.



**SPECIFIC PLAN II  
ARCHITECTURAL  
STYLE  
EXHIBIT 10**

**WESTERN AVENUE SPECIFIC PLANS  
CITY OF RANCHO PALOS VERDES**

## E. THEME – SPECIFIC PLAN III

**SP III** Specific Plan II for the Harbor Heights area, 28821-28939 Western Avenue established a theme incorporating a Mediterranean architectural style. That style was chosen as the appropriate architectural style to relate to the Mediterranean climate and topography of the area, to integrate the Eastview commercial area into the remainder of Rancho Palos Verdes, and to allow for a variety of designs within a style that has many variations. Choosing an architectural style for the theme is viewed as creating the strongest theme.

This plan proposes that elements of Mediterranean architecture and a strong landscape concept which is compatible with the adjacent park be combined to create the theme for this area.

**Mediterranean Architectural Elements** Major elements of Mediterranean Architecture located near the coast are:

- Tile, slate, or wooden roofs to insulate the structures from the intense heat and to help provide for a cool interior environment.
- Buildings painted white to reflect, rather than absorb the heat.
- Double storied interior spaces with high windows to provide area where the warm air can rise and escape.
- Open arcades, balconies, terraces, and patios to provide areas where people can enjoy the warm climate.

**Contemporary Mediterranean** Contemporary Mediterranean Architecture generally includes smooth and uniform wall surfaces that lack ornamentation. The forms are usually geometrical (square, rectangular and triangular). These forms are combined with elements of traditional Mediterranean Architecture includes:

- Two-story high rooms with elevated windows.
- Tile, wood, or slate roofs.
- Vaulting architectural elements.
- Arched windows and doors.
- Stucco or block siding.
- Stacked units.
- Open terraces, patios, and balconies.
- Colors that are light and neutral: white, off-white, cream, and pastels, with complementary accent colors.

**Landscape Architecture of the Mediterranean style** In addition, the landscape architecture of the Mediterranean style contains the following elements:

- Cascading and mounding landscape.
- Open-branched trees.
- Flowering plants.
- Low water use.
- Highly detailed areas of streetscape.

## F. THEME –SPECIFIC PLAN IV

**SP IV** Specific Plan II for the Harbor Heights area, 28821-28939 Western Avenue, and Specific Plan III for 29505-28939 Western Avenue, established a theme incorporating a Mediterranean architectural style through use of materials and architectural features considered Mediterranean. That style was chosen as the appropriate architectural style to relate to the Mediterranean climate and topography of the area, to integrate the Eastview commercial area into the remainder of Rancho Palos Verdes, to strengthen the identity of the area, as well as to allow for a variety of designs within a style that has many variations. Choosing an architectural style for the theme is viewed as creating the strongest theme.

This Specific Plan Area lacks architectural consistency as it has been developed and remodeled of the years with no regular pattern. Consequently, the area is comprised of a variety of structures that contain a variety of architectural styles. Because of this haphazard collection of styles, there is a lack of identity.

The commercial areas of Rancho Palos Verdes along Western Avenue must be able to effectively compete with the adjoining businesses along Western Avenue in the City of Los Angeles. Creating a consistent, readily identifiable, positive, visual image for the business in Rancho Palos Verdes should improve their competitiveness.

This plan proposes that elements of Mediterranean architecture and a strong landscape concept which is compatible with the adjacent park be combined to create the theme for this area. Examples of forms and materials used in Coastal, Contemporary, and Traditional Mediterranean Architecture follow:

**Mediterranean Architectural Elements** Major elements of Mediterranean Architecture located near the coast are:

- Tile, slate, or wooden roofs to insulate the structures from the intense heat and to help provide for a cool interior environment.
- Buildings painted white to reflect, rather than absorb the heat.
- Double storied interior spaces with high windows to provide area where the warm air can rise and escape.
- Open arcades, balconies, terraces, and patios to provide areas where people can enjoy the warm climate.

**Contemporary Mediterranean** Contemporary Mediterranean Architecture generally includes smooth and uniform wall surfaces that lack ornamentation. The forms are usually geometrical (square, rectangular and triangular).

These forms are combined with elements of traditional Mediterranean Architecture includes:

- Two-story high rooms with elevated windows.
- Tile, wood, or slate roofs.

## Western Avenue Specific Plans

- Vaulting architectural elements.
- Arched windows and doors.
- Stucco or block siding.
- Stacked units.
- Open terraces, patios, and balconies.
- Colors that are light and neutral: white, off-white, cream, and pastels, with complementary accent colors.

**Landscape Architecture of the Mediterranean style** In addition, the landscape architecture of the Mediterranean style contains the following elements:

- Cascading and mounding landscape.
- Open-branched trees.
- Flowering plants.
- Low water use.
- Highly detailed areas of streetscape.

## IV. PLAN ELEMENTS

### A. LAND USE REGULATIONS AND DEVELOPMENT STANDARDS

#### 1. Summary of Existing Development Code Regulations. **SP II III IV**

The Specific Plan area is zoned Commercial General (CG). The permitted uses are retail, service, and administrative to serve the surrounding area and visitors to the area.

**SP II III IV** All new commercial development is reviewed based on the following criteria from Section 17.16.030 and 17.16.060 of the Development Code:

- a. **Auto Circulation SP II III IV** - An efficient, convenient and safe vehicular access system to and from all major or arterial systems should be provided;
- b. **Pedestrian Circulation SP II III IV** - An efficient, convenient and safe pedestrian and bicycle circulation system throughout the development should be provided where appropriate;
- c. **Uses SP II III IV** - The individual uses within the development should be related to the need based on the population of the service area;
- d. **Pedestrians SP II III IV** - Pedestrian access from neighboring areas should be provided where appropriate;
- e. **Architectural Design SP II III IV** - Architectural design compatible with the character of the community is necessary; such design shall be subject to review by the Planning Commission; and
- f. **Sign SP II III IV** - A sign program, which relates all the signs to the structure and the location, should be provided.
- g. **Commercial Districts SP III IV** - Commercial districts will promote high quality developments with regard to the intent and objectives of the General Plan;
- h. **Alterations SP III IV** - The adverse effects of the erection, addition, or alteration to buildings or structures should be prevented by giving proper attention to siting, landscaping, lighting, design, and view obstruction;

**2. Use of Specific Plan and Development Code §P II III IV**

Wherever the standards, regulations, and criteria contained in this document conflict with those of the Development Code of the City of Rancho Palos Verdes, the standards, regulations, and criteria contained in this document shall take precedence. Where an issue is not covered the Rancho Palos Verdes Development Code governs.

**3. Land Use Regulations**

- a. **Use Limitations §P II** - Administrative and professional offices uses, financial institutions, and other non-retail uses shall be limited to no more than 25% of the ground floor area of the buildings. This restriction shall be guaranteed through legal agreements with any Conditional use Permit.
  
- b. **Use Limitations §P III** – Visitor serving and entertainment uses, as defined by the Director of Environmental Services and/or the Planning Commission, are encouraged, especially on the ground floor level. Such uses include, but are not limited to, hotels, motels, eating and drinking places, amusement services, theatres, and similar uses. Administrative and professional offices uses, financial institutions, and other non-retail uses shall be limited to no more than 25% of the ground floor area of the buildings and may be allowed without restriction on upper floors unless otherwise specified by Conditional Use Permit. This restriction shall be guaranteed through legal agreements with any Conditional use Permit. Uses listed in the Commercial General Zone, other than visitor-serving, administrative, professional, or financial, may be allowed as conditional uses by the Planning Commission subject to the applicable standards of this Plan and Chapter 17.56 of the Development Code.
  
- c. **Use Limitations §P IV** - Administrative and professional offices uses, financial institutions, and other non-retail uses shall be limited to no more than 25% of the ground floor area of the buildings and may be allowed without restriction on upper floors unless otherwise specified by Conditional Use Permit. This restriction shall be guaranteed through legal agreements with any Conditional use Permit.

**§P II III IV** (Planning Commission Nov. 14, 1995)

NOTE: In the Past, Staff has applied the non-retail limitation to not only obvious non-retail uses such as office or medical uses, but also to service retail uses which do not involve the sale of goods or products (i.e. cleaners, restaurants, studios, etc.) On November 14, 1995, the Planning Commission directed Staff to prepare a policy memo which excludes retail service uses from the 25% non-retail cap. The following listed uses are taken from that June 4, 1996 memorandum and apply to Specific Plans II, III, and IV.

- i. **Non-Retail Uses §P II III IV** - For the purpose of applying the above stated use limitation stipulated, “non-retail uses” shall mean administrative and professional uses in which a professional or administrative office is the primary use. Such “non-retail uses” shall include, but not limited to the following:

Non-Retail Uses:

Accounting (tax and bookkeeping offices)	Employment agencies
Administrative offices	Insurance offices
Architect/Contractor offices (no vehicle/materials storage)	Law Offices
Banks/Savings and Loans	Medical offices/clinics
Consulting firms/services	Real estate agencies
Dental offices/clinics	Stock brokers
Educational/Instructional facilities	Telemarketing (mail/telephone)
	Travel agency/Tourist information offices

- ii. **Retail Uses §P II III IV** - For the purpose of applying the use limitations stipulated “retail uses” shall mean both retail goods and retail service uses in which commodities and/or goods are sold to consumers for on-site or off-site consumption or services are rendered or sold to consumers. Such retail uses shall include, but not be limited to the following:

Retail Goods:

Appliance stores	Furniture stores (sales)
Bakery shops	Grocery stores
Bicycle shops	Hardware stores
Clothing/shoe stores	Hobby shops
Computer stores	Jewelers (sales)
Convenience stores (alcohol or off-site alcohol sales with CUP)	Newspaper/Magazine/Comic book stores
Deli/Meat markets	Novelty shops/Stationery stores/Book stores
Department Stores	Pet stores (no veterinarian)
Discount Stores	Photo Developing/Printing stores
Drug stores/Pharmacies	Sporting goods stores
Flower shops (indoors)	

Retail Services:

Animal groomers (dog and cat)	Laundromats
Auto garages/Service stations	Movie Theaters
Child/Day care centers	Photo Developing/Printing stores
Dry cleaners	Repair shops (shoe/watch/TV and VCR)
Fast food restaurants	Restaurant (including dancing, entertainment and on-site alcohol with CUP)
Hair salons/Barber shops	Tailor shops
Health clubs/Dance studios/Gymnasiums	Video rental stores
Hotels/Motels/Bed and Breakfast Inns	

It should be noted that all uses above are solely to clarify the applicability of the non-retail cap imposed by Specific Plans II, III, and IV. Notwithstanding the uses listed here all uses and development proposed for the commercial area along Western Avenue must be permitted, either by right or approval of a CUP, by the underlying base zoning district and must be approved by the City, and developed in accordance with the Development Code Standards for commercial uses.

**4. Development Standards**

**Note:** The basic development standards for the CG zone are as follows:

<b>BUILDING STANDARDS – SP II III IV</b>				
<b>Max Lot Coverage</b>	<b>Max Height</b>	<b>Setbacks</b>		
50%	16' or 30' with a CUP	Abutting Street 20'	Abutting Non-Residential Property 10'	Abutting Residential Property 20' with no parking allowed

<b>LANDSCAPING STANDARDS – SP II III IV</b>				
<b>Within Parking Lot</b>	<b>Around Parking Lot</b>	<b>Within Setbacks</b>		
5% of parking area	5' minimum width	Abutting Arterial 5'	Abutting Local Street 10'	Abutting Residential Property 10'

- a. **Setbacks and Buffers SP II** – A minimum of twenty (20) feet deep landscape buffer area shall be installed abutting the residential properties along the west and south property lines. This landscaping must be maintained at an identified height to provide screening but not obstruct the views from the residential properties. The depth of this area shall exceed twenty (20) feet wherever possible. See Exhibit 11 – Setbacks and Buffers for examples.

A minimum of ten (10) feet deep landscape area shall be installed abutting all streets except where there are vehicular or pedestrian accesses. This area shall be more than ten (10) feet wherever possible.

**SP II** - A 10' landscape buffer including a 5' high wall shall be incorporated along Caddington to buffer the site from La Pointe Condominiums and yet preserve the existing views over the site.

**SP II** - A 20' landscape buffer is needed adjacent to the residential property to the south (side) and west (rear) of the site. This buffer should not impair existing views over the site.

**SP II** - A 10' landscape buffer is required along Western Avenue.

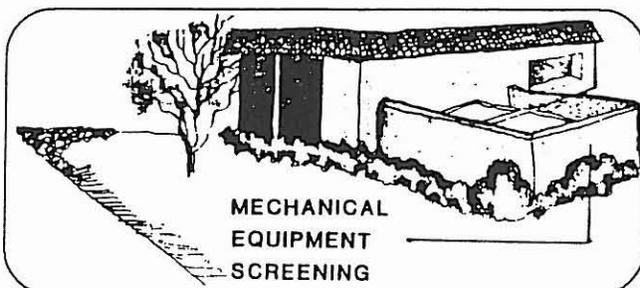
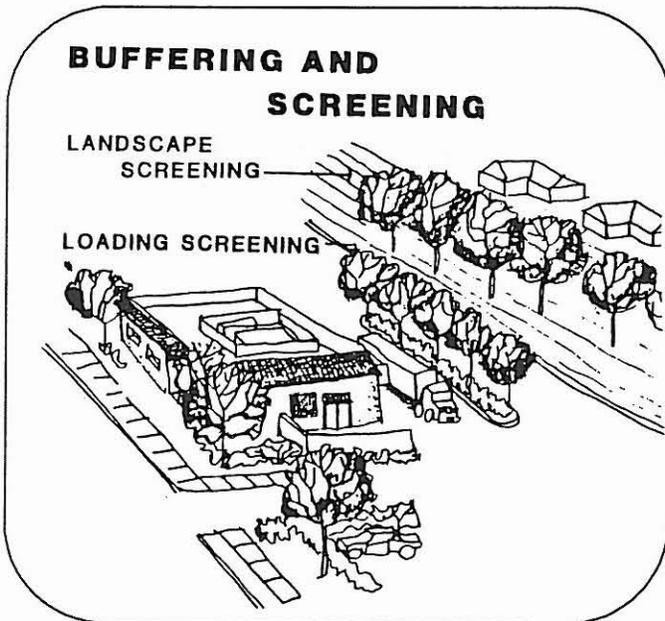
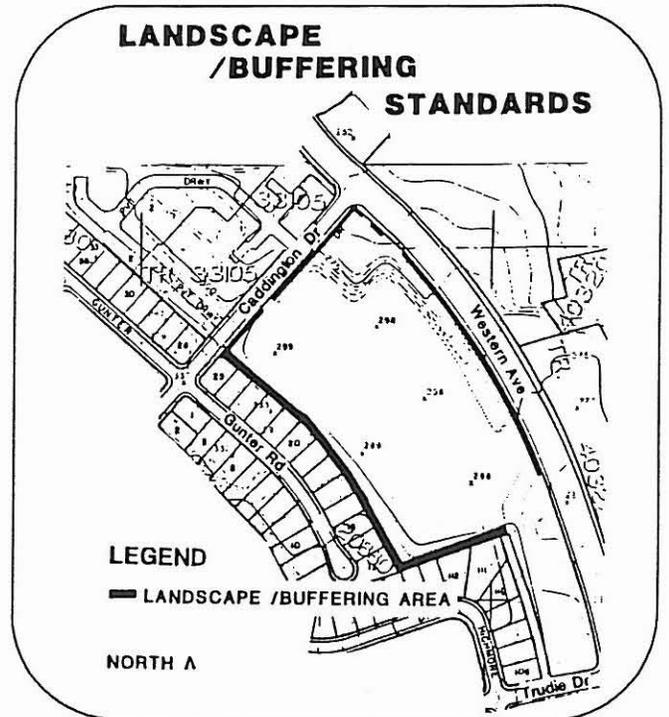
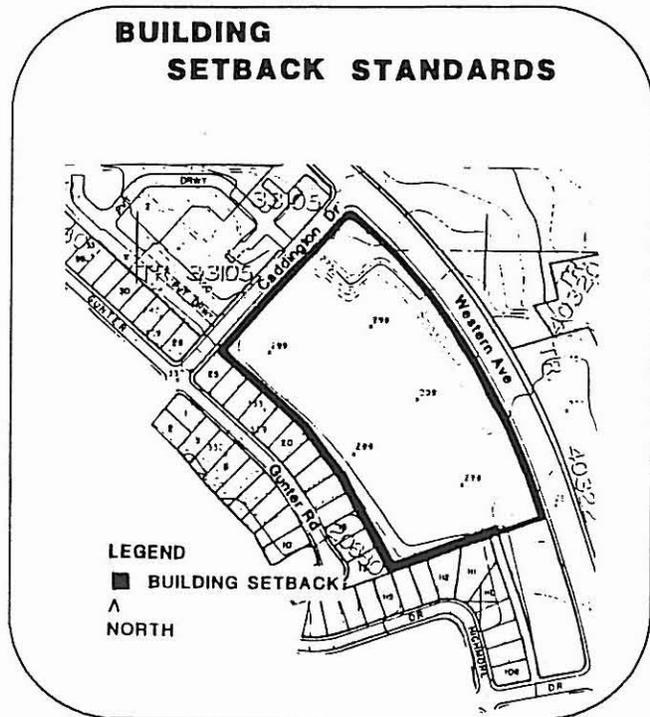
**SP II III IV** - Landscaping should include buffering aspects that hide parts of the development that are not aesthetically pleasing, such as: parking, utilities, trash enclosures, and loading areas.

**b. Setbacks and Buffers SP III IV**

**Landscape Buffers** - A landscape buffer at least twenty (20) feet deep shall be installed abutting any residential zone. This landscaping must be maintained at an identified height to provide screening but not obstruct the views from the residential properties. The depth of this area shall exceed twenty (20) feet when specified by a Conditional Use Permit. On properties where the extreme slope area abuts residential property the entire slope area should be re-landscaped to provide additional buffering.

A landscape buffer at least five (5) feet deep shall be installed abutting all streets except where there are vehicular or pedestrian accesses. The depth of this area shall exceed five (5) feet more than when specified by Conditional Use Permit. See Exhibit 12 for Typical Development Constraints.

**Interior side-yard setbacks** - Interior side-yard setbacks from adjacent commercial or commercially-zoned property shall depend on building height. Such setbacks are not required if the maximum height of the building is sixteen (16) feet or lower. Buildings that are over sixteen (16) feet in height shall be setback from the interior side property line a distance equal to twenty (20) percent of the total building height, or five (5) feet, whichever is greater. Interior sideyard setbacks, if required, shall be landscaped unless otherwise specified by Conditional Use Permit.



## SPECIFIC PLAN II SETBACKS & BUFFERING EXHIBIT 11

WESTERN AVENUE SPECIFIC PLANS  
CITY OF RANCHO PALOS VERDES

## LEGEND

### LANDSCAPE BUFFERS

-  5' - ABUTTING STREET
-  20' - ABUTTING RESIDENTIAL

### SETBACKS

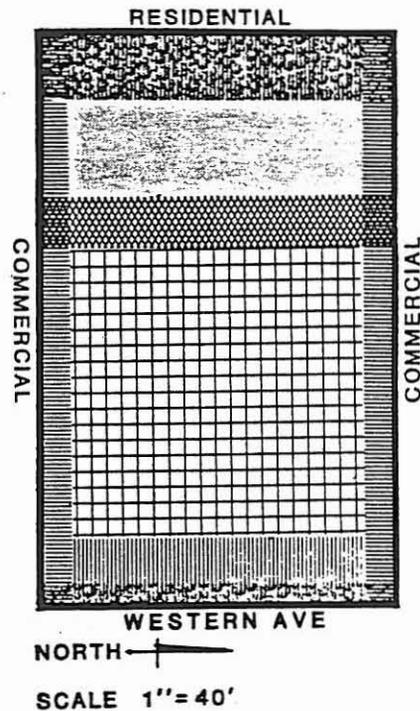
-  20' - ABUTTING STREET
-  20' - ABUTTING RESIDENTIAL
-  0-9' - VARIABLE-COMMERCIAL
-  15' - BUILDING CODE (AT BLDG. DEPT. DISCRETION)

### SLOPES

-  35+ %

### BUILDABLE AREA

-  MAX. 50% OF TOTAL LOT



#### Coverage

Landscaped roof area, "roofscape", may be deducted on a square foot per square foot basis from the area of the building footprint for the purpose of calculating lot coverage.

## DEVELOPMENT STANDARDS EXHIBIT 12

WESTERN AVENUE SPECIFIC PLANS  
CITY OF RANCHO PALOS VERDES

- c. **Height of Buildings §P II** Due to the increase in elevation from the front along Western Avenue to the rear adjacent to homes along Gunter Road and in conjunction with the Mediterranean theme, this plan encourages all new development to step into the existing slope and perhaps be set into the existing slope. In an effort to balance reasonable development of a Mediterranean character with the preservation of distance views over the area, a view blockage plane based on a 2° downward arc from existing viewing stations is used to establish a maximum building envelope. This envelope is shown in the following diagram, Exhibit 13.

Development which steps with the slope must only comply with the building elevation envelope whereas development which does not step with the slope must not exceed 30' or the building elevation envelope whichever is less.

The building height envelope also established the maximum height for new landscaping and roof-top equipment and screening.

- d. **Height of Buildings §P III** This Specific Plan encourages all new development to rise from the street in the same direction as the slope that rises at the rear of most parcels. In an effort to balance reasonable development of a Mediterranean character with the preservation of distant views over the area, a building height envelope as shown in the following exhibit is established. This envelope shall be used in conjunction with the Conditional Use Permit process to allow a maximum building height equal to the average pad elevation of the adjacent upslope residences minus "X" feet.

$$\text{Maximum Allowed Building Elevation} = \frac{P^{\max} + P^{\min}}{2} - X$$

$P^{\max}$  = Maximum pad elevation of adjacent upslope residences.

$P^{\min}$  = Minimum pad elevation of adjacent upslope residences.

X = View/privacy, buffer, factor.  $\geq 5'$   $\leq 10'$  as determined by the Planning Commission

The maximum elevation allowed by the height envelope shall only be approved after a detailed topographic map, view analysis, site plan and roof plan are reviewed and approved by the Planning Commission. The envelope also requires development to rise at an angle approximately parallel (45°) to the angle of the slope at the rear of the most parcels.

Since the change in pad elevation between the commercially zoned property and adjacent residential or institutionally zoned property is less pronounced for the Unocal site, 29701 Western Avenue, and the site of the former Mobil Station, 29505 Western Avenue, these properties are deemed more view sensitive than the remaining Specific Plan Area. Consequently, the height of any development on these properties shall be governed by existing

Development Code regulations for the Commercial General Zone. Development on these parcels is still encouraged to rise in the same direction as the adjoining slopes if possible. See Exhibit 14 for Building Height Envelope.

**NEW** The Unocal site, 29701 Western Avenue, has been redeveloped into an auto tire sales use, plus retail commercial storefronts.

- e. **Height of Buildings SP IV** This Specific Plan encourages all new development to rise from the street in the same direction as the slope that rises at the rear of most parcels. In an effort to balance reasonable development of a Mediterranean character with the preservation of distant views over the area, a building height envelope as shown in the following exhibit is established. This envelope shall be used in conjunction with the Conditional Use Permit process to allow a maximum building height equal to thirty (30) feet only after a detailed topographic map, view analysis and determination of view impact, site plan and roof plan are reviewed and determined to be acceptable by the Planning Commission. The envelope also requires development to rise at an angle approximately parallel (45 degrees) to the angle of the slope at the rear of most parcels. Roof mounted mechanical equipment, antennas, or any other structures are also subject to this maximum building elevation. As shown in Exhibit 15- Building Height Envelope.

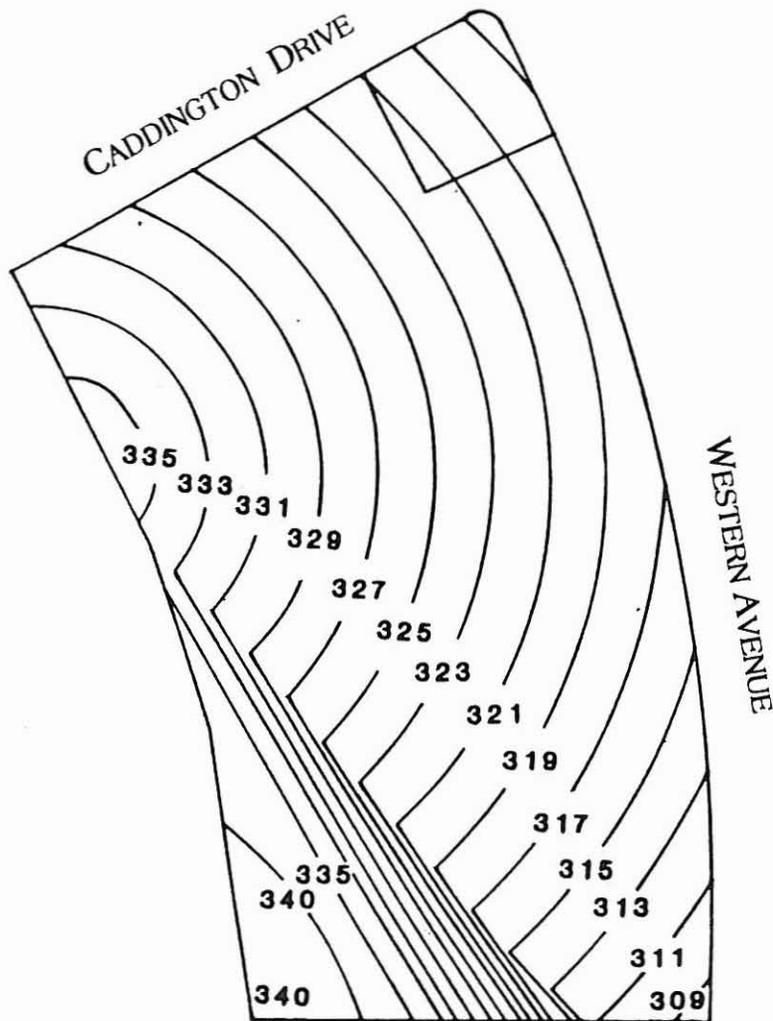
f. **Hours of Operation**

**SP II** No new business, nor any existing business as of the date of adoption of this Plan which is not currently operating between the hours of 12:00 midnight and 6:00 A.M., may operate between the hours of 12:00 midnight and 6:00 A.M. unless specifically allowed by a Conditional Use Permit. For new uses the Conditional Use Permit shall govern the hours of operation based on the impacts of individual uses. Businesses currently in operation that are open to the public between 12:00 midnight and 6:00 A.M. may continue to operate during that time period unless specifically prohibited by a Conditional Use Permit.

**SP II** Deliveries, lot sweeping, use of blowers, and garbage collection, shall not take place between the hours of 10:00 pm. and 7:00 am.

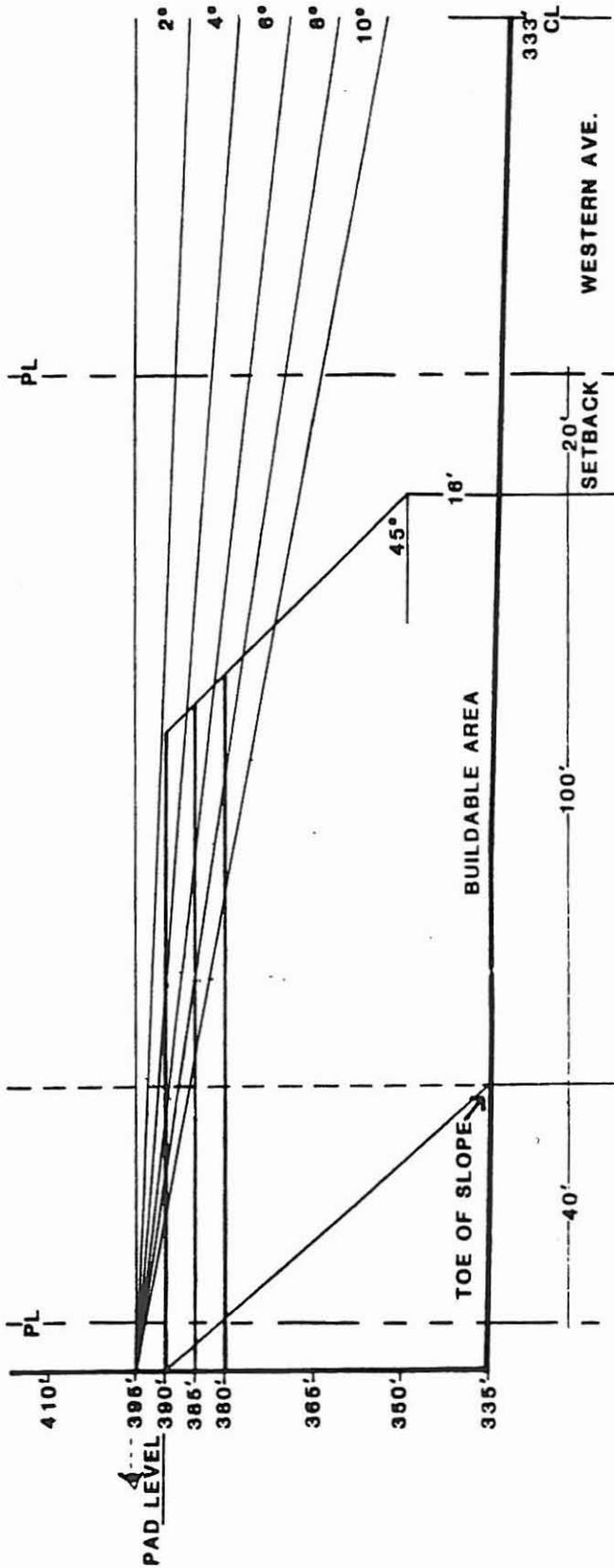
**SP III IV** The hours of operations of any new business shall not extend beyond 12:00 midnight or before 6:00 am, unless otherwise specified by Conditional Use Permit.

**SP III IV** Deliveries, garbage collection, lot sweeping, and/or use of mechanical equipment for outdoor cleaning and landscape maintenance shall not take place between the hours of 10:00 pm. and 7:00 am.



**SPECIFIC PLAN II  
BUILDING HEIGHT  
ENVELOPE  
EXHIBIT 13**

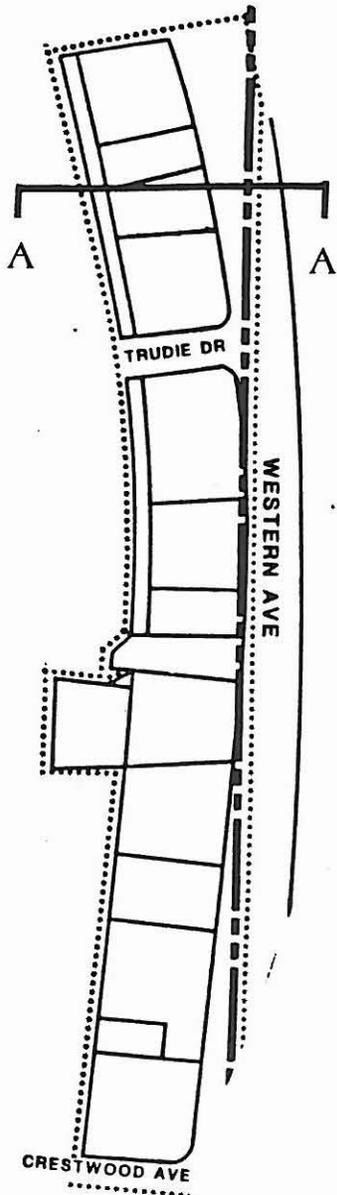
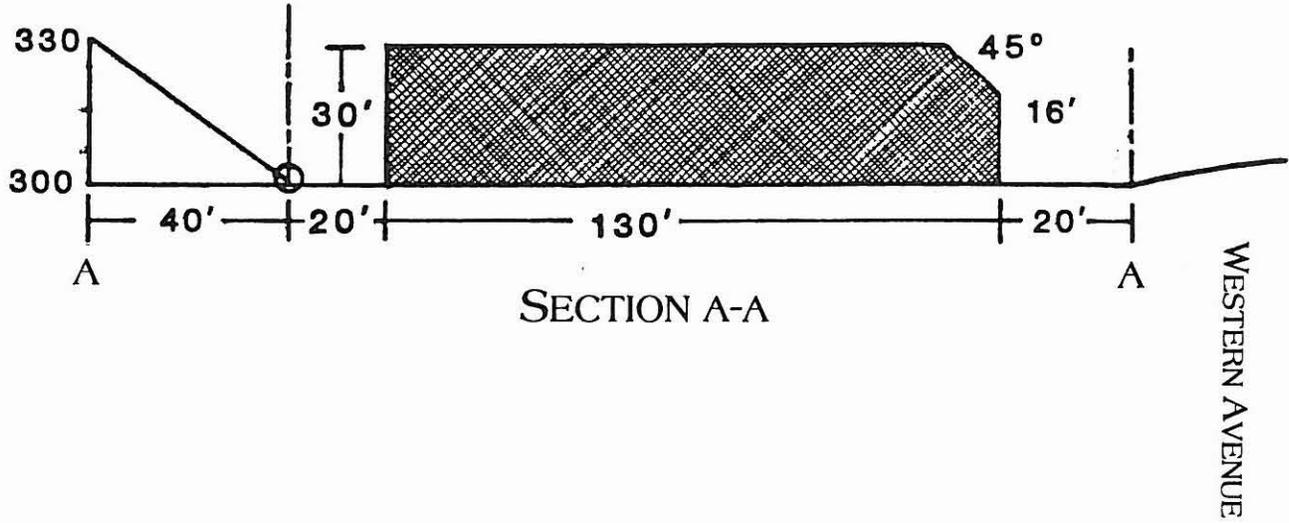
**WESTERN AVENUE SPECIFIC PLANS  
CITY OF RANCHO PALOS VERDES**



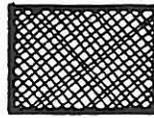
SPECIFIC PLAN III  
 BUILDING HEIGHT  
 ENVELOPE  
 EXHIBIT 14

WESTERN AVENUE SPECIFIC PLANS  
 CITY OF RANCHO PALOS VERDES

Western Avenue Specific Plans



LEGEND



BUILDABLE AREA



TOE OF SLOPE



PROPERTY LINE

SPECIFIC PLAN IV  
 BUILDING HEIGHT  
 ENVELOPE  
 EXHIBIT 15

WESTERN AVENUE SPECIFIC PLANS  
 CITY OF RANCHO PALOS VERDES

**g. Parking Standards**

**Note:** The basic development standards for the CG zone are as follows:

<b>PARKING STANDARDS – SP II III IV</b>			
<b>Ratio of Required Spaces to Floor Area</b>	<b>Ratio of Loading Spaces to Floor Area</b>	<b>Minimum Stall Size</b>	<b>Minimum Aisle Width</b>
1 space / 200 sq. ft.	1 space / 10,000 sq. ft.	9' x 20' of which 20% can be compact spaces at 8' x 15'6"	25'

- i. **Parking Hours SP II III IV** - There shall be no overnight parking of vehicles other than those used in connection with a permitted use.
- ii. **Parking Reductions SP II III IV** - If the Planning Commission approves a reduction in parking for common use, Development Code Section 17.44.050 or a variance for parking, there shall be a legal agreement prohibiting any medical or dental offices.

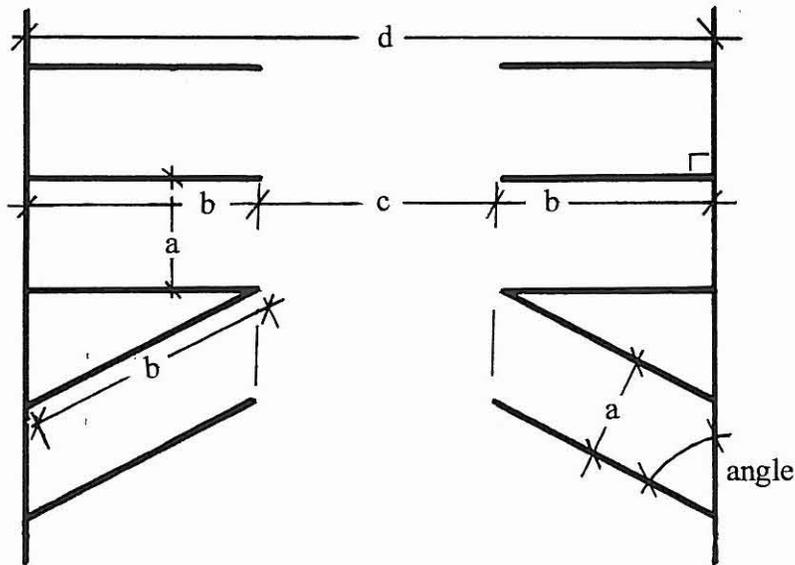
**SP II** The following table shall guide the Planning Commission in approving a reduction in parking for common use. The maximum reduction allowed is 25%.

<b>Percent of Reduction in Parking</b>	<b>Maximum percent of allowable floor area to be used for administrative and professional office uses, financial institutions, restaurants and other non-retail uses.</b>
5%	20%
10%	15%
15%	10%
20%	5%
25%	0%

- iii. **Parking Location SP II III IV** - In order to meet parking requirements, parking spaces for customers must be located in reasonable proximity to public entries to the business. Employees shall be required to park in the more remote areas.

- iv. **Compact Parking Spaces SP II III IV** – Compact parking spaces shall be a minimum dimension of 8 feet x 15 feet 6 inches, and not to exceed twenty percent (20%) of the total number of required spaces, are permitted. Such spaces shall be marked and dispersed in groups throughout the parking areas.
- v. **Underground Parking SP III IV** - Underground or under-building parking is encouraged.
- vi. **Parking Space Dimensions SP III IV** - The allowed dimensions of parking spaces shall be as noted in the following table.

Exhibit 16 - Parking Design



Angle	Space Width (****) (a)	Space to Curb (b)	Aisle Width (*) (c)	Tier Width (**) (d)
90 degree	8' - 0" (***)	15' - 6"	20' - 0"	52' - 0"
	9' - 0"	18' - 0"	24' - 0"	60' - 0"
	10' - 0"	18' - 0"	22' - 0"	58' - 0"
60 degree	8' - 0" (***)	17' - 6"	14' - 0"	48' - 0"
	9' - 0"	20' - 0"	18' - 0"	58' - 0"
	10' - 0"	20' - 8"	16' - 0"	57' - 4"
45 degree	8' - 0" (***)	17' - 0"	12' - 0"	43' - 0"
	9' - 0"	19' - 0"	16' - 0"	54' - 0"
	10' - 0"	20' - 0"	14' - 0"	54' - 0"

\* Aisle widths for 45 degree and 60 degree spaces are one-way only.

\*\* Tier means two rows of parking spaces plus an aisle.

\*\*\* Compact car spaces only,

\*\*\*\*The width of a parking space at the end of a dead-end aisle shall be increased 3 feet.

- vi. **Motorcycle Parking Spaces §P III IV** – Motorcycle spaces may be substituted for automobile parking spaces at a ratio of one motorcycle space per twenty required automobile parking spaces for any parking area with twenty or more required spaces. Motorcycle spaces shall be a minimum size of three (3) feet by six (6) feet. The word “Motorcycle” or similar wording shall be painted on the surface of each space.
  - vii. **Bicycle Parking Spaces §P III IV** – Bicycle parking spaces totaling five (5) percent of the amount of required automobile parking spaces, or as specified by Conditional Use Permit, shall be required for any development requiring a Conditional Use Permit. The location and appearance of these spaces shall be an integral part of the site design. Each bicycle space shall include a stationary object to which the wheel and the frame of a bicycle can be attached.
  - viii. **Parking Buffer §P III IV** - Where parking spaces are arranged to head toward the street, they shall be screened from view from the street by a three (3) foot high solid wall located on the parking lot side of the required landscape buffer, or by landscaped berm three (3) feet high.
  - ix. **Tree wells §P III IV** - Within the parking lot perimeter landscaping, tree wells shall be established at a fifty (50) foot interval for large trees exceeding twenty (20) feet spread at maturity or a thirty (30) foot interval for small or medium sized trees.
  - x. **Vehicle Wheel Stops or Curbs §P III IV** – These stops shall be at least three (3) feet from the front of any parking space.
  - xi. **Additional Parking §P III IV** - Parking for any addition to the floor area of a structure shall be provided as required by the Development Code.
- h. Signage**
- Number of Signs §P II** - The sign programs for Conditional Use Permits for new construction shall include no more than three monument identification signs for the project area.
- Sign Program/Sign Types §P II** - One for the center on Western Avenue frontage, one smaller sign may be considered for the shopping center on the Caddington Drive frontage, and one for the corner site, if it is the only identification sign. The sign program for the center shall also include all individual business building frontage identification signs, rules for sign copy and color changes, directional signs, and parking signs. The sign program for

the corner site shall also include all directional, services, and parking signs, and price signs if necessary. The sign program for the two sites in the project area shall be compatible and integrated in design and location.

**Renovation Sign Program §P II** - A sign program for renovation only of the existing center may include consideration of one larger identification sign which includes identification of major tenants and/or services and individual business building frontage identification signs, rules for sign copy and color changes, directional and parking signs.

**Monument Signs §P III** – monument signs that provide site identification are encouraged to supplant wall-mounted signs that identify separate uses. One monument sign, not exceeding six (6) feet in height, may be allowed in place of individual wall signs for separate uses.

**Increased Sign Height §P III** – Monument or freestanding pole signs exceeding six (6) feet in height may be approved by the Planning Commission by Conditional Use Permit provided that the Planning Commission finds that the additional height is necessary to adequately identify the site, the sign design is compatible with the total site design, and the requirements of Section 17.52.050 ( C ) (1-8) of the Development Code are satisfied.

**Sign Program §P III IV** - A complete sign program is required for new construction and shall include all individual business building frontage, identification signs, rules for sign copy and color changes, directional signs, and parking signs. The sign program for any service station shall also include all directional, service, parking signs, and price signs if necessary. A complete sign program shall also be prepared for Planning Commission review whenever a permit to replace any existing sign that is not part of an approved sign program is requested.

**Freestanding Signs §P IV** - No more than one (1) freestanding sign, not to exceed six (6) foot in height and fifty (50) square feet in area, may be allowed per site to identify the name and address of the development and/or the principal tenant, except that for the development currently known as “Western Plaza”, three (3) such freestanding signs, spaced at one hundred (100) foot intervals, may be allowed. These signs shall only be allowed if the four existing freestanding signs are removed within one year of the adoption of this Plan, and a recorded covenant is executed by the property owner precluding and relinquishing any rights to install signage or any other structure on the strip of land that is under the jurisdiction of the City of Los Angeles unless express, written approval is granted by the City of Rancho Palos Verdes. Approval of any freestanding sign is subject to review by the Director of Environmental Services based on the criteria in Section 17.52.050 ( C ) (1-8).

**Increased Sign Size §P IV** - A larger freestanding sign may be approved by the Planning Commission by Conditional Use Permit provided that the Planning Commission finds that the additional size is necessary to adequately identify the site, the sign design is compatible with the total site design, and the requirements of Section 17.52.050 ( C ) (1-8) of the Development Code are satisfied.

**Setback §P IV** - Any freestanding sign must be setback at least three (3) feet from any property line unless otherwise specified by the Planning Commission.

**Landscaping §P III IV** - Landscaping shall be required at the base of a freestanding sign at a ratio of one (1) square foot of planted area for each square foot sign area.

**Pole Covers §P III IV** - Pole covers are required for freestanding pole signs.

**Upper Floor Signing §P III IV** - Uses located above the ground floor may be identified by a directory internal to the site. Wall-mounted signs for uses above the ground floor are not allowed unless otherwise specified by Conditional Use Permit.

**Sign Renovation §P III IV** - A sign program for renovation only shall follow the same standards listed above for new construction.

**City of L.A. Signs §P IV** - Signs located in the City of Los Angeles that are on property that is contiguous to Western Plaza shall be considered part of the Western Plaza development for the purpose of determining allowable signage for the development.

**i. Lighting §P III IV**

Freestanding outdoor light fixtures shall not exceed a maximum height of sixteen (16) feet. All outdoor lighting shall be shielded to prevent off-site glare.

**j. Trash Enclosure §P III IV**

All trash receptacle enclosures shall be:

- i. Located outside of the required front setback.
- ii. Enclosed on four sides by a solid six (6) foot decorative wall consistent with the exterior appearance of the main structure. One side shall be a solid, ornamental iron or wood, latching gate.
- iii. Screened by landscaping from view from adjacent streets.

- iv. Designed to provide adequate access for collection and shall be paved with concrete and shall have a concrete ramp or equivalent.

## **B. DESIGN STANDARDS AND GUIDELINES**

### **1. Architecture**

#### **a. Design**

**SP II** Long building frontages (200 feet or longer) should not follow a single plane but rather should incorporate projections and/or recessed areas.

**SP II III** The designs shall be Mediterranean characterized by elements of open style patios, balconies, arcades, arches, high ceilings and high windows, recessed windows, simple forms, and tower accents.

**SP II III IV** Pitched roofs should compliment the natural topography.

**SP III IV** Buildings or structures shall be harmonious and consistent with the established Mediterranean theme, including roofing, materials, windows, doors, openings, textures, colors and exterior treatment.

**SP III IV** Variations in the roofline, as well as the building shape, are required to prevent buildings from have a box-like appearance. Buildings shall be designed to avoid massive linear facades facing the street frontage. Projections, separations, recessed areas, and other variations in plane shall be used.

**SP III IV** Exterior design features should be coordinated on all elevations prominently open to view from public areas and adjacent residences. Large, flat wall masses, devoid of architectural treatment or variation in plane are not acceptable.

**SP IV** The designs shall be Mediterranean characterized by elements of open style patios, balconies, arcades, arches, high ceilings and high windows, recessed windows, simple forms, and tower accents, and shall use materials characterized by Mediterranean architecture.

#### **b. Screening**

**SP II** Mechanical equipment, or other utility hardware on roof, ground, or buildings shall be screened from public view with materials harmonious with the building or they shall be so located as not to be visible from any public way or private view area.

**SP II** Noise producing mechanical equipment should not be located on roofs.

**SP III IV** Mechanical equipment, antennas, or other utility hardware on roof, ground, or buildings shall be screened and covered, so as not to be visible from any street or private view area, with materials that complement the building architecture.

**SP III IV** Noise producing mechanical equipment should be insulated to reduce sound levels at property lines and should not be located on roofs.

**SP III IV** Exterior wall-mounted equipment and utility meters are discouraged. Every attempt shall be made to incorporate such equipment into the building design.

**c. Colors**

**SP II III** Light color should be used rather than dark colors.

**SP II III IV** Each building should not be the same color unless that color is white or off-white.

**SP II III IV** Accent colors should be of complementary color.

**SP IV** Light color should be used.

**d. Materials**

**SP II III** Acceptable siding materials are: stucco or brick with plaster.

**SP II III** No composition roofing shall be used.

**SP II III IV** Wooden posts, exposed beams, iron grilles and railing should be used for trim materials.

**SP II III IV** Plastic siding shall not be used.

**SP II III IV** Metal or untreated cement block buildings shall not be used.

**SP II III IV** Standard or prefabricated materials shall not be used for exterior siding.

**SP II III IV** Tile, slate, or wood should be used for roofing.

**SP IV** Composition roofing combined with tile, slate, or wood mansards may be used provided that the color of the roofing is consistent with the primary or accent colors of the building, and the roofline is sympathetic to existing site topography.

**SP IV** Acceptable siding materials include, but are not limited to stucco or brick with plaster.

## 2. Landscape Architecture

- a. **Landscape Alternatives SP II** - Synthetic or non-living plants and/or ground cover should not be used.
- b. **Mature Plantings SP II III** -Landscaping should include the use of mature plantings.
- c. **Visibility SP II III IV** - Landscape elements should not be obstructive to signage or create any visibility problems or other hazards to drivers or pedestrians. Property and personal safety should not be endangered by the creation of hiding places.
- d. **Landscape Preservation SP II III IV** - Mature existing landscape plantings should be preserved and/or included wherever possible.
- e. **Scale SP II III IV** - Landscaping should be designed to the scale of the development.
- f. **Plant Spacing SP II III IV** - Plant materials should be specified to provide full coverage and grow into the spaces of the intended use rather than be over-planted. This will minimize maintenance and the potential of the landscaping becoming overgrown and potentially unsightly.
- g. **Slopes SP II III IV** - Planting should be designed to minimize potential slope failures; slope plant materials should require minimal watering.
- h. **Tree Guards SP II III IV** - Plants that are located where they may be susceptible to damage by pedestrians or motor traffic shall be protected by appropriate tree guards or other devices.
- i. **Drought Tolerance SP II III IV** - Plants should be drought tolerant or drought resistant. Isolated areas of high water use plantings may be permitted but they are to be restricted to twenty percent (20%) of the total landscape area and are to be located in non-slope areas of areas where the high water planting will not affect

the slope stability, (**SP III IV** unless otherwise specified by Conditional Use Permit in connection with innovative landscape design.)

- j. **Concept Plan SP II III IV** - A detailed landscape concept plan and plant list should be submitted identifying the plant growth height, root growth patterns, view blockage potential, slope stabilizing qualities, level of maintenance, form, and water requirement so that the plant materials may be reviewed for their site specific application.
- k. **Climate SP II III IV** - Plants that are climatically suited to the area should be used.
- l. **Linkage SP III** - Landscaping plans should promote linkages between the adjacent park, the median, and the future City entry design.
- m. **Landscape Alternatives SP III IV** - Synthetic or non-living plants and/or ground cover should not be used; however, decorative hardscape areas, courtyards, plazas, and similar features, may be credited toward landscape requirements as specified by Conditional Use Permit.
- n. **Linkage SP IV** - Landscaping plans should promote linkages between the commercial site and the median by considering spacing, location, maturity, plant type, and topography.

### 3. Buffering

- a. **SP II** - A 10' landscape buffer including a 5' high wall shall be incorporated along Caddington to buffer the site from La Pointe Condominiums and yet preserve the existing views over the site.
- b. **SP II** - A 20' landscape buffer is needed adjacent to the residential property to the south (side) and west (rear) of the site. This buffer should not impair existing views over the site.
- c. **SP II** - A 10' landscape buffer is required along Western Avenue.
- d. **SP II III IV** - Landscaping should include buffering aspects that hide parts of the development that are not aesthetically pleasing, such as: parking, utilities, trash enclosures, and loading areas.

### 4. Site Features

- a. **Lighting**

**Security SP II III IV** - Lighting should be directional as well as functional to increase visibility. Lighting may be used to provide drama to the site but not to the point where it may become a distraction or cause a potential safety hazard. Its primary purpose at night should be for security. There shall be no light spillover from the site.

**Visual Enhancement SP II III IV** - Exterior lighting, when used, shall enhance the building design and the adjoining landscape. Lighting standards and building fixtures shall be of a design and size compatible with the building and adjacent areas. Lighting shall be restrained in design and excessive brightness avoided.

**Architectural Theme SP II III IV** - Exterior lighting shall be part of the architectural concept. Fixtures, standards, and all exposed accessories shall be harmonious with building designs.

**b. Paving Uses**

**SP II** - Colored, patterned, or textured paving shall be used to designate walkways leading from parking areas to entrances and to outdoor seating areas and to link buildings together.

**SP II** - Colored, patterned, or textured paving should be used throughout the site to carry out the Mediterranean theme.

**SP III IV** - Variations in paving colors, patterns, textures, and/or elevation changes, should be used to define entrances, pedestrian areas, crosswalks, building linkages, and throughout the site, especially in spaces that can be viewed from multi-story buildings or adjacent areas with higher elevations.

**c. Walls and Fences**

**Purpose SP II III IV** - Walls and fences shall be used in connection with landscape buffering and for safety.

**Materials SP II III IV** - Acceptable materials include but are not limited to stucco, brick with plaster finish and wrought iron.

**d. Provision of Public Amenities**

**Seating SP II** – Public use areas should be incorporated into the site for outdoor seating and enjoyment.

**Focal Point SP II** – If the public use area incorporates a fountain it should be designed to function as a focal point even if non-operational.

**Bike Racks SP II** - Bike racks shall be provided adjacent to each building.

**Kiosks SP II** – Kiosks shall be provided to display public information within the public use areas.

**Restrooms SP II III** - Public restrooms shall be sufficient throughout the development.

**Convenience Features SP II III IV** - Drinking fountains, trash receptacles and public restrooms and telephone stalls compatible with the architecture of the development shall be incorporated into the site.

**Pedestrian Orientation SP III IV** - The public generally prefers to patronize commercial areas with pedestrian oriented amenities rather than commercial areas that only contain buildings and parking areas. This would result in improved competitiveness and greater use of the area.

**Seating SP III IV** - Public areas are encouraged to be incorporated into the site for outdoor seating and enjoyment.

**Focal Point SP III IV** - Public use areas, if provided, should serve as major focal points for development.

**Kiosks SP III IV** - Kiosks are encouraged to be provided to display public information within the public use areas.

## 5. Signage

- a. **Consistent Design SP II** – Signage shall be an integral part of the overall landscape and architectural design.
- b. **Directory Signs SP II** - Directories should be used to orient people to the development.
- c. **Sign Programs SP II III IV** - A sign program must be submitted identifying the size, location, materials, and colors of all proposed signs so that the program may be reviewed for compatibility with the site design and conformity to the Code standards.
- d. **Symbols & Logos SP II III IV** - Identification symbols and corporation logos shall conform to the criteria for all other signs.

- e. **Consistent Design SP III IV** - Sign design, material, and location shall be an integral part of the overall landscape and architectural design.
- f. **Directory Signs SP III IV** - Directories, internal to the site, should be used to orient people to the development.
- g. **Non-conforming Signs SP IV** - Lack of coordinated signage detracts from visual attractiveness of the area and makes identification of businesses from the street difficult. The commercial areas of the Specific Plan contain a wide variety of signage without any consistent size, shape, style, location or height. In addition, the majority of the signage is not consistent with City Development Code standards and is currently subject to five-year amortization.

## 6. Streetscape

- a. **Transit Stop SP II** – A transit stop turnout should be located along the Western Avenue frontage.
- b. **Internal Transit Stop SP II** –An internal transit stop should be provided centrally for users of Palos Verdes Transit.
- c. **Design Theme SP II III IV** - Trash receptacles, bus benches, lights, and other street hardware shall be designed to be part of the architectural concept of design and landscape.
- d. **Paving SP II III IV** - Paving colors and texture shall be used to extend walkways across vehicular entrance/exit points to alert drivers to pedestrian cross-traffic.
- e. **Street Trees SP II** - Street trees should be planted in the Western Avenue median and parkway along Caddington Drive. The trees should be an extension of the landscape theme of the site and relate to surrounding development.
- f. **Street Trees SP III IV** - Street trees may be required in the Western Avenue median. The trees should be an extension of the landscape theme of the site and relate to surrounding development.

## C. CIRCULATION – SPECIFIC PLAN II

### 1. External

The external circulation network consists of existing streets and traffic control mechanisms adjacent to the area. Western Avenue which bounds the area on the east is a major arterial. It is a State highway and therefore under the jurisdiction of Caltrans. According to Caltrans the average daily traffic volume along Western Avenue is 31,000. Actual traffic counts done in 1983 at Western Avenue south of Caddington Drive were:

<u>24 HR</u>		
<u>VOLUME</u>	<u>A.M. PEAK</u>	<u>VOLUME</u>
16,818	11:15	1,287
		<u>8<sup>TH</sup> HIGHEST</u>
<u>P.M. PEAK</u>	<u>VOLUME</u>	<u>HOUR VOLUME</u>
4:00	1,234	1,041

Caddington Drive which bounds the area on the north is a local collector which is under the City's jurisdiction. Traffic counts done in 1983 at Caddington Drive west of Western Avenue were:

<u>24 HR</u>		
<u>VOLUME</u>	<u>A.M. PEAK</u>	<u>VOLUME</u>
2,152	8:15	153
		<u>8<sup>TH</sup> HIGHEST</u>
<u>P.M. PEAK</u>	<u>VOLUME</u>	<u>HOUR VOLUME</u>
2:00	161	135

There is a signal but no left-hand turn arrows at the intersection of Western and Caddington. There are left-hand turn pockets for both north and southbound traffic on Western Avenue. U-turns are allowed.

There are left-hand turn pockets on Western Avenue for the median break at the southernmost driveway to the area. Vehicles exiting the area from this driveway are not prohibited from crossing and turning left onto Western Avenue although such maneuvering should not be encouraged since it could result in traffic conflicts.

The next cross street on Western Avenue south of the area is Trudie Drive. This intersection also has a signal with left-hand turn pockets on Western Avenue, but no left-hand turn arrow.

Since development of the site will result in increases in traffic and possible additional traffic interruptions on existing streets, modifications to these streets or to the traffic control mechanisms needed to accommodate increased traffic are considered part of

the development of the site. The costs of providing the needed modifications shall be borne by the developers.

Possible improvements which may be necessitated by additional traffic generation from the area include but are not limited to the following:

- a. Provisions of red curbing or signs to prohibit parking along Western Avenue.
- b. Right lane marked for deceleration and/or acceleration on Western Avenue.
- c. Median cut.
- d. Curb cut changes.
- e. Signalization changes.

A traffic engineering study will have to be provided by developers to allow the City to analyze the projected traffic increase in order to determine which improvements are necessary.

## 2. Internal

**NEW** Since Specific Plan II was adopted the project area has been completely redeveloped. "The Terraces" is a commercial shopping center that has three access point on Western Avenue and one on Caddington Drive. A left-hand pocket serves the most southerly access point of this shopping center on Western Avenue. The original text is as follows:

**SP II** Primary access to the area is from Western Avenue. Currently there are four primary access points, two for each site along Western Avenue. There are also two secondary access points, one for each site, on Caddington Drive.

Given the topographic change from Western Avenue to the existing building on the larger site, straight, switchback, or circular ramps will be needed to facilitate traffic movement on the site. Onsite circulation should allow easy access to the buildings from Western Avenue and Caddington. It should be designed to direct traffic which needs to turn left on Western Avenue to utilize the Caddington Drive exit.

If the existing building is to remain as is, the internal circulation pattern must allow traffic to move around the rear of the building.

If the corner site is to be redeveloped as a gas station the three existing accesses should remain. The Caddington Drive access should only be used for ingress for eastbound traffic on Caddington and for egress for traffic headed north on Western or west on Caddington. The internal circulation must allow for traffic to circle back to the Caddington exit. If the pump islands parallel the southbound side of Western Avenue, they should only allow traffic to flow one way, i.e., southbound.

If the site is not developed as a service station, it should be internally tied into the adjacent site so that traffic can flow from site to site. If the sites are tied together, at least one of the accesses along Western Avenue should be closed.

**3. Pedestrian/Bicycle Circulation**

The external pedestrian and bicycle circulation routes should incorporate color and texture to form a visual connection to the area and to evoke a cautionary response from vehicular traffic. A pedestrian route should be designed to tie this area with the commercial developments across Western Avenue. Internal pedestrian circulation should provide convenient access from the existing sidewalks to all buildings.

The City Trails Network Plan designates Western Avenue for a Class II bikeway. Caltrans has indicated that a Class III bikeway may be more feasible since the lane may be necessary for emergency parking and turning and a third vehicular lane might be needed in the future during peak hours.

Nevertheless, both jurisdictions agree that a bikeway is appropriate on Western Avenue and a bikeway be provided by the developers. The bikeway should be a Class II unless Caltrans stipulates Class III. Within the area, bicycle racks should be located close to business entrances for convenience and safety.

**4. Public Transportation**

A bus stop bay should be located along the Western Avenue frontage if the Southern California Rapid Transit District will support it. Caltrans would generally favor such an improvement. Bus benches and a shelter should be located along Western Avenue at the bus stop. A Palos Verdes Transit stop should be incorporated into the internal circulation system.

**D. CIRCULATION – SPECIFIC PLAN III**

**1. External**

The external circulation network consists of existing streets and traffic control mechanisms adjacent to the area. Western Avenue which bounds the area on the east is a major arterial. It is a State highway and therefore under the jurisdiction of Caltrans. According to Caltrans the average daily traffic volume along Western Avenue is 31,000. Actual traffic counts done in 1983 at Western Avenue south of Caddington Drive were:

	<u>24 HR</u> <u>VOLUME</u>	<u>A.M. PEAK</u>	<u>VOLUME</u>
S. of Crestwood	17,708	11:45	1,279
N. of Crestwood	16,538	11:15	1,089
S. of Summerland	15,414	11:45	1,077
N. of Summerland	17,335	11:45	1,089

Western Avenue Specific Plans

	<u>P.M. PEAK</u>	<u>VOLUME</u>	<u>8<sup>TH</sup> HIGHEST HOUR VOLUME</u>
S. of Crestwood	5:00	1,353	1,089
N. of Crestwood	5:00	1,629	1,056
S. of Summerland	4:45	1,159	974
N. of Summerland	4:45	1,621	1,122

Western Avenue has left hand turn pockets at both southbound and northbound directions at Crestwood. On Western Avenue at Summerland Drive there is only a left turn pocket in the southbound direction. The intersection of Crestwood and Western Avenue is two-phased with standard signaling. Summerland Drive and Western Avenue forms a “T” at its intersection and has standard signalization that controls the northbound and southbound traffic along Western Avenue and the westbound traffic on Summerland. The eastbound traffic which enters the intersection from the Unocal station at 29701 Western Avenue is controlled by a red light and a flashing red light. There is one median break mid-block with a left-hand turn pocket for northbound traffic.

Crestwood Street, the northern boundary of the area, is a local collector under the City’s jurisdiction. Summerland Drive, which intersects the area on the south, is a collector which is under the jurisdiction of the City of Los Angeles. 1983 traffic counts for these streets are as follows:

	<u>24 HR VOLUME</u>	<u>A.M. PEAK</u>	<u>VOLUME</u>
Crestwood W.	1,754	11:30	268
Crestwood E.	2,743	7:30	223
Summerland*	8,267	11:30	551

	<u>P.M. PEAK</u>	<u>VOLUME</u>	<u>8<sup>TH</sup> HIGHEST HOUR VOLUME</u>
Westbound	12:30	215	105
Eastbound	12:30	183	170
Summerland*	4:30	899	446

*\*East of the intersection of Summerland Drive and Western Avenue*

**2. Internal**

- a. **29505 Western Avenue** – Primary access to this lot is from Western Avenue. Currently there are four primary access points, two along Western Avenue, and two access points on Crestwood. Curb-cuts for driveways should be limited to the minimum necessary for good access. Driveways should be kept away from intersections and other potential traffic conflict points.

## Western Avenue Specific Plans

The site is now vacant with no circulation pattern except those dictated by the existing curb-cuts. On-site circulation should allow easy access to buildings from Western Avenue and Crestwood Drive. It should be designed to direct traffic which needs to turn left on Western Avenue to use the Crestwood Drive exit.

- b. **29519 Western Avenue** – Access to this lot is from Western Avenue. Currently there is one access point for the site. The rear of the site needs to be left open in order to provide adequate space for vehicles to turn around, providing for a smooth flow of circulation.
- c. **29529 Western Avenue** – Access to this lot is from Western Avenue. Currently there are two curb-cuts which provide access to the parking area. There is through circulation from one access point to the other.
- d. **29601 Western Avenue** – Access to this lot is from Western Avenue. Currently there are two access points for the site along Western Avenue. The one to the north is used to access a parking area for the motel and restaurant. The other to the south is used to provide through circulation on-site. The median breaks mid-block on Western Avenue, with a left-hand turn pocket for northbound traffic, feeds into this site.
- e. **29619-27 Western Avenue** – Access to this lot is from Western Avenue. Currently there are two access points for the site along Western Avenue, which provides for a semi-circular parking system that begins and ends along Western Avenue.
- f. **29641 Western Avenue** – The property has an internal circulation that includes above-ground and subterranean parking that is accessed by a privately owned driveway that intersects with Western Avenue on the east and upper Summerland on the west.
- g. **29701 Western Avenue** – Currently there are two access points for the site along Western Avenue that provides a semi-circular system that begins and ends along Western Avenue and has a direct interface with the intersection of Summerland and Western Avenues.
- h. **Modification of Buildings** - If the existing buildings are modified or replaced, the internal circulation pattern must allow for smooth ingress and egress for southbound traffic along Western Avenue.
- i. **29641 – 29706 Western Avenue** – The private driveway between 29641 and 29701 Western Avenue has been improved with traffic signaling at the adjacent intersection of Summerland Drive and Western Avenue.

- j. **29641 & 29701 Western Avenue – NEW** This site has been redeveloped and complete four-way traffic signalization has been established for the adjacent intersection of Western Avenue and Summerland Drive.

**SP III** Potential conflicts at the intersection of Western Avenue and Summerland Drive and use of the private driveways at 29641 and 29701 Western Avenue are causes for concern. The alternatives listed below address these concerns:

- i. Redesign and reconstruct the intersection to allow safe ingress and egress from the driveway. This option would require three separate signaling phases:
  - (1) Two directions on Western Avenue,
  - (2) Westbound Summerland Drive,
  - (3) Eastbound Summerland/Private Drive,With the addition of a third separate phase the amount of time available for Western Avenue would be reduced.

Any improvements along Western Avenue would require a permit from Caltrans. There are three ways permits are processed through Caltrans:

- (1) Applications meeting Caltrans' standards – six months minimum processing time.
- (2) Standard applications requiring field inspections – one-year minimum processing time.
- (3) Applications that vary from Caltrans' standards – two years minimum processing time.

This proposed re-phasing would fall in the third category.

- ii. Install a gate on the private drive at the rear property line of 29641 Western Avenue to effectively eliminate through traffic from upper Summerland.
- iii. Close the property line between 29641 Western Avenue (Eastview Townhomes) and 29701 Western Avenue (Unocal Station) so that the driveway would be used primarily by the residents of the townhomes for right turn only.
- iv. A combination of ii. and iii.

Alternative iii. should be required as a condition of approval for any development at 29641 or 29701 Western Avenue that is governed by the Specific Plan. The other alternatives should be considered at the time an application for a Conditional Use Permit is received.

Since development of the site will result in increases in traffic or cause changes to existing traffic patterns and result in possible additional traffic interruptions on existing streets; modifications to these streets or to the traffic control mechanisms needed to accommodate increased traffic are considered part of the development of the site. The costs of providing the needed modifications shall be borne by the developers.

Possible improvements which may be necessitated by additional traffic general from the area include but are not limited to the following:

- \* Provisions of red curbing or signs to prohibit parking along Western Avenue.
- \* Right lane marked for deceleration and/or acceleration on Western Avenue.
- \* Median cut.
- \* Curb cut changes.
- \* Signalization changes.

A traffic engineering study should be provided with any application for Conditional Use Permit to allow the City to analyze the projected traffic increase in order to determine which improvements are necessary.

### **3. Pedestrian/Bicycle Circulation**

The external pedestrian circulation routes should incorporate color and texture to form a visual connection to the area and to evoke a cautionary response from vehicular traffic. A pedestrian route should be designed to tie this area with the commercial developments across Western Avenue. Internal pedestrian circulation should provide convenient access from the existing sidewalks to all buildings.

The City Trails Network Plan designates Western Avenue for a Class II bikeway. Caltrans has indicated that a Class III bikeway may be more feasible since the lane may be necessary for emergency parking and turning and a third vehicular lane might be needed in the future during peak hours. Nevertheless, both jurisdictions agree that a bikeway is appropriate on Western Avenue and a bikeway be provided by the developers. The bikeway should be a Class II unless Caltrans stipulates Class III. Within the area, bicycle racks should be located close to business entrances for convenience and safety.

### **4. Public Transportation**

No bus stops are located in the Specific Plan area and none shall be required except upon the recommendation of responsible transportation authorities.

## E. CIRCULATION – SPECIFIC PLAN IV

This section will describe the roadways that provide access to the Specific Plan and discuss circulation issues that will need to be addressed in this area when future development or renovation is considered.

### 1. Roadway Description

- a. **Western Avenue** - The Western Avenue Specific Plan is served by one major divided arterial (Western Avenue, State Route 213) and four (4) collector streets (Trudie Drive, Capitol Drive, Park Western Drive and Crestwood Drive). Trudie, Crestwood and Park Western are two lane roadways; Capitol is a four lane undivided roadway; and Western is a four lane divided highway. Both Capitol and Park Western lead directly to Gaffey Street, which is the major north/south access road to San Pedro and the Los Angeles Harbor area. Both Crestwood and Trudie lead directly to single family residential areas in Rancho Palos Verdes and primarily serve these areas, however, a certain amount of through traffic from Miraleste neighborhood is channeled throughout these streets from Via Coinita. None of the three signalized intersections in the Specific Plan area along Western Avenue are multi-phase (left turn arrow), although each has a left turn pocket for both north and southbound directions on Western Avenue.

Traffic volume data and level of service information, measures of the quantity and quality of circulation in the area, are provided below:

	Crestwood (Westbound)	Crestwood (Eastbound)	Western* (Northbound)	Western* (Southbound)
24 Hour Volume	1,754	2,743	17,708	16,538
8 <sup>th</sup> Highest Volume	105	170	1,089	1,056
A.M. Peak Hour	11:30	7:30	11:45	11:15
A.M. Peak Volume	268	223	1,279	1,089
P.M. Peak Hour	12:30	12:30	5:00	5:00
P.M. Peak Volume	215	183	1,353	1,629
Level of Service (1986)	N/A	N/A	C	C
Level of Service (2005)	N/A	N/A	C	C

*\*Traffic counts taken at the intersection of Western Avenue and Crestwood Street. (1983 data supplied by Caltrans and the City of Rancho Palos Verdes)*

As discussed in Specific plans II and III, Western Avenue is a state highway that is under the jurisdiction of Caltrans. As a result, any changes to signalization, curbcuts, street parking and medians require Caltrans approval. The length of Caltrans' review and approval process is typically six months to two years, depending on its complexity. Consequently any future development project that changes or affects the Western Avenue right-of-way should be closely coordinated with Caltrans.

## Western Avenue Specific Plans

A 1986 "route concept report" prepared by Caltrans evaluated existing traffic conditions, projected traffic increases and proposed roadway improvements for Western Avenue. This report states that the existing level of service for most of Western Avenue in Rancho Palos Verdes is level "C" (refer to the accompanying table for an explanation of level of service). The report also projects a three percent (3%) increase in average daily traffic volume for most of Western Avenue; however, this increase is not expected to affect the existing level of service in the Specific Plan.

The segment of Western Avenue, approximately one (1) mile north of the Specific Plan Area between Avenida Aprenda and Pacific Coast Highway, is currently operating at level of service "D", and is projected to deteriorate to level of service "E" by the year 2005. As a result, Caltrans is proposing to add another traffic lane in each direction to this segment of Western Avenue by restricting parking in both directions during peak traffic hours. Caltrans' current proposal would not affect parking along Western Avenue within the Specific Plan.

Level of Service Descriptions					
A	B	C (Design capacity for this Study)	D (Acceptable for peak conditions on existing streets)	E (Physical Capacity of Roadway)	F
<ul style="list-style-type: none"> <li>*Free flow conditions</li> <li>*Low volumes</li> <li>*High operating speeds</li> <li>*Uninterrupted flow</li> <li>*No restriction on maneuverability</li> <li>*Drivers maintains desired speed</li> <li>*Little or no delays</li> </ul>	<ul style="list-style-type: none"> <li>*Stable flow condition</li> <li>*Operating speeds beginning to be restricted</li> <li>*Design level for rural conditions</li> </ul>	<ul style="list-style-type: none"> <li>*Stable flow but speed and maneuverability restricted by higher traffic volumes</li> <li>*Satisfactory operating speed for urban conditions</li> </ul>	<ul style="list-style-type: none"> <li>*Approaching unstable flow</li> <li>*Tolerable speeds maintained</li> <li>*Temporary restrictions</li> <li>*Little freedom to maneuver</li> </ul>	<ul style="list-style-type: none"> <li>*Lower operating speed (approx. 30mph)</li> <li>*Volumes at physical capacity</li> <li>*Unstable flow</li> <li>*Momentary stoppages</li> </ul>	<ul style="list-style-type: none"> <li>*Forced flow conditions</li> <li>*Low speeds</li> <li>*Volumes below physical capacity, may be zero</li> <li>*Stoppages for short or long periods because of downstream congestion</li> </ul>

## 2. Issues to Consider

Major development or renovation of the Specific Plan Area will result in increases in traffic volume and/or require changes to existing circulation patterns, street or sidewalk widths, traffic control mechanisms, parking, curb-cuts, and median breaks. A traffic engineering study should be provided, as appropriate, with any Conditional Use Permit application to allow the City to analyze the expected impacts on traffic circulation and determine which specific changes or improvements will be necessary. Any required changes or improvements will be considered part of the development of the project site. The cost of such changes or improvements shall be borne by the project developer.

In addition to the general concerns raised by the increased traffic volume induced by new development, several site-specific issues will be listed below and should be thoroughly studied and considered in any traffic engineering study proposed for this area:

- a. **Western Plaza Central Driveway** - The driveway on the southwest side of the intersection of Trudie Drive and Western Avenue (Western Plaza) is too close to the intersection and should be relocated. The preferred alternative for relocation is to combine the two driveways for Western Plaza on Trudie to form one, central driveway. This driveway should be located as far as possible from the Western Avenue intersection. Internal circulation within the parking area for Western Plaza would need to be redesigned to accommodate this change.
- b. **Left Turns** - The intersections at Trudie, Park Western, and Crestwood, should be reviewed for left turn phasing.
- c. **Median Breaks** - The Western Avenue median breaks should be reviewed for consistency with driveway locations for new development.
- d. **Western Plaza Alley** - The unimproved public alley south of Trudie Drive behind Western Plaza should be vacated on the condition that the area is landscaped to provide a buffer to adjacent residences. No new construction would be allowed to occur in this mostly sloping area.
- e. **UPDATE Alley Paving** - The alley north of Trudie Drive behind Marie Calendar, Kentucky Fried Chicken, and Sizzler should be reviewed for reconstruction or overlay.
- f. **Access Easements** - Access easements between properties should be considered and required, as appropriate, to allow for future on-site access between properties in different ownership. Encouraging access between sites would reduce the need for area patrons to use Western Avenue to drive from site to site within the Specific Plan Area.

### 3. **Pedestrian/Bicycle Circulation**

The external pedestrian circulation routes should incorporate color and texture to form a visual connection to the area and to evoke a cautionary response from vehicular traffic. A Class II or III bicycle route may be required along Western Avenue/frontage of this area with the review and approval of Caltrans.

### 4. **Public Transportation**

Two bus stops are located in the Specific Plan Area: Crestwood and Western Avenue (bench and shelter) and Trudie and Western Avenue (bench only). Any additional transit related improvements shall only be required upon the recommendations of responsible transit authorities.

## F. UTILITIES

**SP II** - This Plan further requires that all existing utility lines be undergrounded on each of the parcels when any permit for new construction is granted for any new structure needing utilities on the parcel, except signs.

**SP II III** - The Development Code requires the undergrounding of all new utility lines installed to serve new construction. In addition, all existing utility lines to the building shall be undergrounded for any addition to an existing buildings which adds at least twenty-five percent (25%) to the building's gross floor area, the existing utility lines to the building shall be undergrounded

**SP III** - This Plan further requires that all utility service controls and equipment, including but not limited too, electrical, communication, and cable television lines, shall be installed underground on the property to be served and to the point of connection with the utilities' distribution facilities whenever any permit for new construction is granted for any new structure needing utilities on the parcel, except signs. The City Council may waive or modify this requirement as specified in Section 17.48.020 of the Development Code.

**SP IV** - The Development Code requires the undergrounding of all new utility lines installed to serve new construction. In addition, all existing utility lines to the building shall be undergrounded for any addition to an existing buildings which adds at least twenty-five percent (25%) to the building's gross floor area.

**SP IV** - This Plan further requires that all utility service controls and equipment, including but not limited too, electrical, communication, and cable television lines, shall be installed underground on the property to be served and to the point of connection with the utilities' distribution facilities whenever any permit for new construction is granted for any new structure needing utilities on the parcel, except signs. Participation in an assessment district or posting of a bond for undergrounding utilities may be required. The City Council may waive or modify this requirement as specified in Section 17.48.020 of the Development Code.

## V. IMPLEMENTATION

### A. DEVELOPMENT PROPOSALS

#### SPECIFIC PLAN II:

1. **Process and Review §P II** - The processing and review of development proposals in the area shall be subject to established procedures in effect in the entire City.
2. **Conditional Use Permit §P II** - As specified in the Development Code, an expansion or alteration (not including interior remodeling) of 500 square feet or greater or an application for any conditionally allowed use, would be subject to a Conditional Use Permit. Since the existing service station is considered abandoned per the Development Code, any proposal for that site would constitute a new development and be subject to a Conditional Use Permit. Any proposal for new development that would require a Conditional Use Permit shall be evaluated on its conformance with this Specific Plan and with the Development Code on issues not covered in this Plan.
3. **Planning Commission Review §P II** - Any addition or exterior renovation of thirty-five percent (35%) or more of the existing floor area as of the date of adoption of this Plan is subject to review by the Planning Commission for compliance with this Plan.

#### SPECIFIC PLAN III:

4. **Conditional Use Permit §P III** - As specified in the Development Code, an expansion or alteration (not including interior remodeling) of 500 square feet or greater or an application for a service station, would be subject to a Conditional Use Permit. An application shall be evaluated on its conformance with this Specific Plan and with the Development Code on issues not covered in this Plan.
5. **Director's Review §P III** - In addition, this Specific Plan further requires that any addition, enlargement, or alteration requiring a building permit shall be subject to site plan review by the Director of Environmental Services to assure conformity with this Plan and/or the intent of this Plan. The decision of the Director is final unless appealed to the Planning Commission within fifteen days. The decision of the Planning Commission is final unless appealed to the City Council within fifteen days. The City Council's decision shall be final.

#### SPECIFIC PLAN IV:

6. **Conditional Use Permit §P IV** - As specified in the Development Code, an expansion or alteration (not including interior remodeling) of 500 square feet or greater or an application for any conditionally allowed use, would be subject to a Conditional Use Permit. Any proposal for new development that would require a Conditional Use Permit shall be evaluated on its conformance with this Specific Plan and with the Development Code on issues not covered in this Plan. Any proposal for a change in

use that would require a Conditional Use Permit shall also be evaluated for conformance with this Plan; however, full compliance with the architectural theme prescribed by this Plan is not required in change of use situations.

7. **Director's Review SP IV** - In addition, this Specific Plan further requires that any addition, enlargement, or alteration requiring a building permit shall be subject to site plan review by the Director of Environmental Services to assure conformity with this Plan and/or the intent of this Plan. This site plan review will occur concurrently with all other development applications. The extent of compliance required would be determined by balancing the policies and requirements of the Plan Concept and Plan Elements against the extent of the improvement proposed. The decision of the Director is final unless appealed to the Planning Commission within fifteen days. The decision of the Planning Commission is final unless appealed to the City Council within fifteen days. The City Council's decision shall be final.

## **B. RENOVATION**

**SP II** - If the current interest in renovation and additional development is not pursued by developers at this time, the City would still work with property owners and tenants to renovate the area. The City has already initiated a sign amortization effort for this area, which requires existing signs to be brought into compliance with the City's Development Code standards. The City would apply the standards of this Specific Plan wherever appropriate to review renovation proposals.

**SP III IV** - The City has already initiated a sign amortization effort for this area, which requires existing signs to be brought into compliance with the City's Development Code standards. The City would apply the standards of this Specific Plan wherever appropriate to review renovation proposals.

## **C. VOLUNTARY IMPROVEMENTS**

**SP IV** The City would like to assist and provide direction to commercial property owners who would like to voluntarily improve their property.

The Specific Plan provides direction for expansions that require a Conditional Use Permit or a building permit. In the event a property owner or proprietor makes an improvement to their property that does not require a permit, the Plan should be used as a guide.

The City would like to encourage property owners to voluntarily improve their properties in a manner consistent with the requirements of the Specific Plan, in order to help improve the image of the commercial areas of Rancho Palos Verdes.

Commercial property owners are encouraged to make the following voluntary improvements:

1. **Landscaping** - Upgrade parking lots, rear slopes, and the public right-of-way with consistent landscape treatment.
2. **Screening** - Screen parking lots with a perimeter wall.
3. **Building Painting** - Paint commercial centers in light colors that are consistent with the Specific Plan.
4. **Parking Lot** - Upgrade the parking area by resurfacing, retexturing, or restriping for better efficiency.
5. **Trash Enclosure** - Enclose existing open trash areas with screens that are consistent with the existing architecture.
6. **Signage** - Replace existing non-conforming signage that is subject to the signage amortization schedule for Western Avenue prior to the end of the period of amortization.

The City planning staff is available to provide assistance, design feedback, and suggestions for these, and other, voluntary, property improvements.

## **D. PUBLIC FACILITIES**

**SP II** - Improvements to the centerline of Western Avenue and Caddington Drive in conformance with this Plan would be required as a condition of approval for a development proposal requiring a Conditional Use Permit. Possible public improvements include a Class II bike lane along Western Avenue, a bus bay along Western Avenue, and Western Avenue median improvements.

**SP III** - Improvements to the centerline of Western Avenue and Crestwood Street in conformance with this Plan would be required as a condition of approval for a development proposal requiring a Conditional Use Permit. Possible public improvements include, but are not limited to, a Class II bike lane along Western Avenue, Western Avenue median improvements and street trees, and a new entry identification at the City limit.

**SP IV** - Improvements to the centerline of Western Avenue, Trudie Drive, Crestwood Street, and the adjacent alley, in conformance with this Plan, would be required as a condition of approval for a development proposal requiring a Conditional Use Permit. Other possible public improvements include, but are not limited to, a Class II or III bike lane along Western Avenue, Western Avenue median improvements and street trees. An agreement to participate in an assessment district for the purpose of financing public improvements and major utility undergrounding may also be required.

## **E. SPECIFIC PLAN AMENDMENTS**

**SP II III IV** - Any proposed amendment shall follow the procedure for General Plan amendments except that the Plan may be amended as often as deemed necessary by the

legislative body. Standards of the Specific Plan can only be altered through a Specific Plan Amendment.

## **F. ENFORCEMENT**

**SP III** The Director of Environmental Services shall have the duty to enforce the provision of this Specific Plan. The Director of Environmental Services shall have the duty to interpret the provisions of this Specific Plan. Any person aggrieved by such an interpretation may request a miscellaneous hearing by the Planning Commission to review and rule on the interpretation.

**SP III** Any person violating any provision of this Specific Plan is guilty of a misdemeanor. If any regulation, condition, or portion of this Specific Plan is for any reason held invalid or unconstitutional by any court of competent jurisdiction, such portion shall be deemed a separate, distinct, and independent provision, and the invalidity of such provision shall not affect the validity of the remaining provisions thereof.

**SP IV** The Director of Environmental Services shall have the duty to enforce and interpret the provision of this Specific Plan. Any person aggrieved by such an interpretation may request a miscellaneous hearing by the Planning Commission to review and rule on the interpretation.

**SP IV** Any person violating any provision of this Specific Plan is guilty of a misdemeanor. If any regulation, condition, or portion of this Specific Plan is for any reason held invalid or unconstitutional by any court of competent jurisdiction, such portion shall be deemed a separate, distinct, and independent provision, and the invalidity of such provision shall not affect the validity of the remaining provisions thereof.

## **G. CONCLUSION**

**SP III** The Commission should examine the critical issues in this area and the solutions that have emerged through the Specific Plan process as well as receive public testimony. The Commission should then direct staff to revise the plan if necessary, and continue the public hearing, or close the public hearing and direct staff to return the plan to the Commission for final action at a future hearing.

## **VI. APPENDIX A – SPECIFIC PLANS II, III, IV**

## **VII. APPENDIX B – STANDARDS & GUIDELINES CHECKLIST**



**WESTERN AVENUE SPECIFIC PLANS**  
**Standards Guidelines Checklist**

	SPECIFIC PLAN II	SPECIFIC PLAN III	SPECIFIC PLAN IV
<b>DESIGN GUIDELINES:</b>			
<b>ARCHITECTURE</b>			
Design:			
Long Bldg. Requirements	X		
Mediterranean Theme	X	X	X
Pitched Roof Design	X	X	X
Compatibility w/Estab'd Med Theme		X	X
Roofline/Bldg. Shape Variation		X	X
Visible Elevation Design Treatment		X	X
Screening:			
Mech. Equipment/Utilities Screening	X	X	X
Noisy Equipment not on Roof	X	X	X
Noisy Equipment Insulation		X	X
Wall Mounted Equip. Discouraged		X	X
Colors:			
Use Light Colors on Exterior	X	X	X
Colors of Buildings Should Vary	X	X	X
Complimentary Color Accents	X	X	X
Materials:			
Stucco or Brick w/Plaster Acceptable	X	X	
No Composition Roofing	X	X	
Use Wooden Trim Elements	X	X	X
No Plastic Siding	X	X	X
No Metal or Untreated Cement Block	X	X	X
No Standard or Prefab Exterior Mat'ls	X	X	X
Tile, Slate, or Wood Used for Roofs	X	X	X
<b>LANDSCAPE ARCHITECTURE</b>			
Non-living Plants are Discouraged	X		
Mature Plants should be used	X	X	
Plants should not be obtrusive	X	X	X
Preserve Mature Existing Plant Mat'l	X	X	X

**WESTERN AVENUE SPECIFIC PLANS**  
**Standards Guidelines Checklist**

	SPECIFIC PLAN II	SPECIFIC PLAN III	SPECIFIC PLAN IV
<b>LANDSCAPE ARCH. Cont'd</b>			
Landscaping in Scale with Develop't	X	X	X
Don't Over-plant	X	X	X
Plant Slopes to Preserve Stability	X	X	X
Use Tree Guards in Harms Way	X	X	X
Non-Drought Tolarant Plants max. 20'	X	X	X
Detailed Landscape Concept Plan Req	X	X	X
Use Climatically Suited Plants	X	X	X
Landscaping Should Promote Linkages		X	X
Decorative Hardscapes may be used		X	X
<b>BUFFERING</b>			
10' Landscape buffer along Caddington	X		
20' Landscape buffer next to Resident'l	X		
10' Landscape buffer along Western	X		
Buffers used around the unaesthetic	X	X	X
<b>SITE FEATURES</b>			
<b>Lighting:</b>			
Lighting primarily for security	X	X	X
Lighting for visual enhancement	X	X	X
Lighting as part of Architecture	X	X	X
<b>Paving Uses:</b>			
Decorative Paving Req'd.	X		
Decorative Paving throughout Site	X		
Decorative Paving should be used		X	X
<b>Walls and Fences:</b>			
Walls and Fences for Buffers and Safe	X	X	X
Stucco, Brick w/plaster & Wrought Irc	X	X	X
<b>Public Amenities:</b>			

## **SPECIFIC PLAN II**

28901 Western Avenue

- *The Terraces* center (28901)

## **SPECIFIC PLAN III**

29505 through 29701 Western Avenue

- *La Mancha* center (29505)
- Jiffy Lube (29519)
- America's Tire (29529)
- Tasman Sea motel (29601)
- Unnamed center (29619 through 29629)
- Eastview Townhouse condos (29641)
- Discount Tire center (29701)

## **SPECIFIC PLAN IV**

29019 through 29421 Western Avenue

- Sizzler [closed] (29019)
- Togo's [formerly KFC] (29035)
- Marie Callendar's (29051)
- *Western Plaza* center (29105 through 29229)
- Jack-in-the-Box (29317)
- Alan's Pancake House (29403)
- Torrance Memorial Health (29409)
- Unnamed center (29413)
- Chevron station (29421)