

**CALIFORNIA COASTAL COMMISSION**

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**F12c**

**Prepared May 24, 2012 (for June 15, 2012 Hearing)**

**To:** Commissioners and Interested Persons

**From:** Madeline Cavalieri, Central Coast District Manager  
Mike Watson, Coastal Planner

**Subject: Carmel-by-the-Sea LCP Amendment Number 2-12 (Commercial Design Guidelines)**

**Carmel's Proposed Amendment**

The City of Carmel is proposing to amend its certified Local Coastal Program (LCP) Implementation Plan appendices to update the City's commercial design guidelines. The amendment revises the language of the commercial design guidelines to clarify that they apply to development in both the commercial core and the transitional districts (i.e., Residential Limited Commercial and Multi-Family), to provide guidance on parking design, and to provide more specific guidance on development in transitional districts to ensure the community character in these areas of the City is maintained. See Exhibit A for the City Council Resolution and Exhibit B for the proposed changes shown in strikeout and underline. These proposed changes would apply to the zone districts within the City's central core (Central Commercial and Service Commercial) and to transitional districts (Residential Limited Commercial and Multi-Family).

**Minor LCP Amendment Determination**

California Code of Regulations (CCR) Section 13554 defines minor LCP amendments. Among other things, minor LCP amendments include:

*CCR Section 13554(a). Changes in wording which make the use as designated in the zoning ordinances, zoning district maps or other implementing actions more specific and which do not change the kind, location, intensity, or density of use and which are found by the Executive Director of the Commission or the Commission to be consistent with the land use plan as certified by the Commission.*

CCR Section 13555 provides that the Executive Director can make determinations on whether a proposed LCP amendment is "minor." The purpose of this notice is to advise interested parties of the Executive Director's determination (pursuant to CCR Section 13555) that the proposed amendment is minor as defined in CCR Section 13554(a).

The City's downtown is made up of four districts, two of them are considered the commercial core (i.e., Central Commercial [CC] and Service Commercial [SC]) and two are transitional districts (i.e., Residential Limited Commercial [RC] and Multi-Family [R-4]). The primary focus of the existing commercial guidelines is on the commercial core districts (CC and SC), as opposed to the transitional districts (RC and R-4). However, Section 17.58.030 of the City's Implementation Plan (zoning code)



requires all commercial projects to be evaluated for consistency with the commercial design guidelines, including those within transitional districts (RC and R-4). The proposed amendment would clarify, within the guidelines, that they are applicable to the RC and R-4 districts.

Additionally, the amendment would expand the guidelines to cover residential development that is currently allowed in these districts. The transitional zone districts are intended to provide a buffer between the commercial core and neighboring residential district. A common method of buffering is through implementation of both land use and building design criteria (e.g., increased setbacks and a decrease in building intensity). The proposed amending language would increase the front setback within the transitional districts (RC and R-4) from two feet or less, to as much as 7.5 feet from the public way. This minor modification would soften the appearance of development within the RC and R-4 zone districts, to allow it to transition better to the more residential area of the City.

With regard to parking, the purpose of the proposed guideline revisions is to encourage new development to be more pedestrian oriented. This would be achieved via minimizing the prominence of driveways, garages, ramps, and parking surfaces, which are mainly designed to accommodate vehicles. Projects with excess surface parking, large driveways, or oversized garage openings negatively impact community character and through the proposed LCP amendment, they would be discouraged.

In sum, the goal of the proposed amendment is to provide more specific guidance for development in the transitional zone districts (RC and R-4) and to clarify that the design guidelines apply to all development, including residential development in the transitional zone districts. The amendments emphasize the importance of the neighborhood context, landscaping, and the need for pedestrian oriented designs. The proposed new guidelines will more effectively assist City planners and project developers in designing the type of development that is appropriate for these districts, and that maintains the community character of the area.

### **Coastal Commission Concurrence**

Pursuant to CCR Section 13555, the Executive Director will report this determination to the Coastal Commission at its June 15, 2012 meeting at the Huntington Beach City Council Chambers at 2000 Main Street in Huntington Beach. The Executive Director will also report any objections to the determination that are received within ten working days of posting of this notice. The proposed minor amendment will be deemed approved and will become effective immediately unless one-third of the appointed members of the Commission request that it be processed as a major LCP amendment (CCR Section 13555(b)).

For further information regarding the proposed LCP amendment or the Commission's procedures, please contact Mike Watson in the Coastal Commission's Central Coast District Office in Santa Cruz at the address or phone number listed above. Objections to the proposed minor LCP amendment should be submitted by June 8, 2012.

### Exhibits:

Exhibit A: City Council Resolution 2012-19

Exhibit B: Proposed Changes to the LCP IP, Appendix E (Commercial Design Guidelines)



**RECEIVED**

APR 27 2012

CALIFORNIA  
COASTAL COMMISSION  
CENTRAL COAST AREA

**CITY OF CARMEL-BY-THE-SEA**

**CITY COUNCIL**

**RESOLUTION 2012-19**

**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF CARMEL-BY-THE-SEA  
ADOPTING AMENDMENTS TO THE COMMERCIAL DESIGN GUIDELINES  
TO INCLUDE ADDITIONAL GUIDANCE FOR  
RESIDENTIAL PROJECTS AND PARKING DESIGN**

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WHEREAS, The City of Carmel-by-the-Sea is a unique coastal community that prides itself in its community character; and

WHEREAS, the City has adopted a General Plan and Municipal Code that strive to protect the village character through clear policies and regulations; and

WHEREAS, The Commercial Design Guidelines are found in Appendix "E" of the Local Coastal Implementation Plan Appendices; and

WHEREAS, CMC Section 17.58.030 indicates that all commercial projects shall be evaluated for consistency with the Commercial Design Guidelines; and

WHEREAS, on 26 October 2011 the Planning Commission recommended that the Council adopt the amendments to the Commercial Design Guidelines; and

WHEREAS, the proposed amendments will protect and enhance the pedestrian orientation of the commercial districts and provide improved guidance for residential projects and parking design; and

WHEREAS, this resolution requires an amendment to the City's Zoning Ordinance/Local Coastal Implementation Plan and will not become effective until it has been certified by the California Coastal Commission; and

WHEREAS, this resolution will be carried out in a manner consistent with the California Coastal Act; and

WHEREAS, this ordinance is exempt from the California Environmental Quality Act per CEQA Guidelines Section 15061(b)(3).

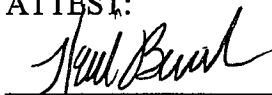
NOW, THEREFORE, BE IT RESOLVED THAT THE CITY COUNCIL OF THE CITY OF CARMEL-BY-THE-SEA does hereby:

Amend the Commercial Design Guidelines as outlined in Attachment "A".

PASSED AND ADOPTED BY THE CITY COUNCIL OF THE CITY OF CARMEL-BY-  
THE-SEA this sixth day of March 2012 by the following roll call vote:

AYES:	COUNCIL MEMBERS:	BURNETT; HAZDOVAC; SHARP; TALMAGE & McCLOUD
NOES:	COUNCIL MEMBERS:	NONE
ABSENT:	COUNCIL MEMBERS:	NONE

ATTEST:

  
\_\_\_\_\_  
Heidi Burch, City Clerk

SIGNED,

  
\_\_\_\_\_  
SUE McCLOUD, MAYOR

Attachment "A"

**Commercial Design Guideline Draft Amendments**

(Changes Shown in Strikeout and Underline for Sections A & B. Sections K & L are completely new sections)

**A. Conservation of Design**

4. Adding a new design element in order to create a separate business or residential unit identity is inappropriate if it breaks the basic lines, materials and concept of a building or imposes a hodgepodge of design elements.

**B. Façade Proportions.** Each building should be treated as a consistent whole. Modifications to storefronts, offices or residential units that are part of a larger building or court should preserve or restore the common elements that serve to integrate building design.

3. If one storefront, office or residential unit is to be demarcated from another in the same building, the distinguishing features should be limited to subtle variations in the color or pattern of surfaces of doors, tiling, or entries.

4. Buildings and storefronts in the core commercial area should establish a "pedestrian wall" close to the front property line (generally 0" to 24"). The pedestrian wall in the RC and R-4 Districts generally is between 5' to 7.5'. "Pedestrian Wall" refers to the building façade facing the public way.

7. The pedestrian wall of Bbuildings occupied by special land uses should be setback from the public way ~~pedestrian wall~~. Examples include churches, civic buildings and some institutional uses.

*"6. Generally, motels, residential and office buildings in the RC and R-4 districts should maintain a greater front setback to create an attractive landscape area and to complement the design and open space needs of such uses. This also establishes a design transition from the downtown core to the residential (R-1) district." See section "K & L" for more specific guidelines for the RC and R-4 Districts.*

**(New Sections)**

**K. Parking Design.** On-site parking should be designed to limit the visibility of vehicles and vehicle access points as well as to reduce conflicts with pedestrians.

- Vehicles should be located out of view from the public way whenever possible.
- Openings in a building façade to accommodate parking should be as minimal as possible (height, width, volume). A single car garage door or opening is preferred.



(encouraged)



(discouraged)

- Surface parking at the front of a lot is strongly discouraged.
- For most projects, curb cuts and driveways should be limited in width (9-10 ft.). Curb cuts should avoid or limit the removal of existing on-street parking whenever possible.



(encouraged)

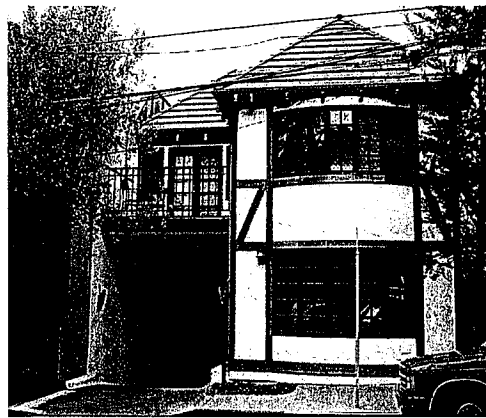


(discouraged)

- Architectural details on and around a garage entry should be consistent and compatible with the details on the rest of the building. Mechanical equipment and piping located in a garage should be screened from public view whenever possible.



(encouraged)



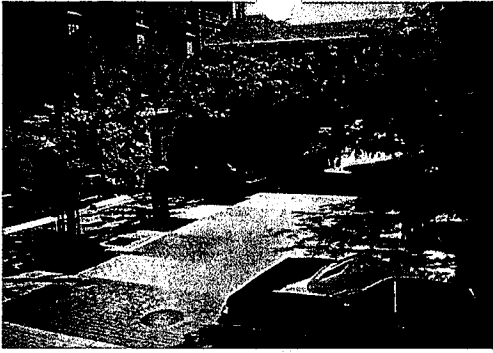
(discouraged)

- Darker materials and colors should be considered for subgrade garage entrances if they allow the entrance to blend with the foundation of the building.



(encouraged)

- Semipermeable paving materials are strongly encouraged for driveways and existing surface parking areas. Asphalt or monolithic materials are discouraged.
- Surface parking designs, when determined appropriate, should use informal demarcations for spaces (i.e. landscaping, planter boxes, alternative paving patterns etc.) rather than formal striping and tire stops.



(encouraged)

**L. RC and R-4 Design.** Development in these Districts should be designed to achieve a smooth transition to the R-1 district in both design and land use

- Building designs should be sensitive to the context of the neighborhood in which they are located.
- Buildings in the RC District should be designed to allow for flexibility in their use over time so as to accommodate the mixed-use pattern of residential over commercial, as well as other uses compatible with this district.
- Paving in the front setback should be limited to a narrow driveway and a front walkway. The remainder of the front setback should be used primarily for landscaping.
- Flexibility is encouraged when significant physical constraints exist for projects in all commercial districts that would otherwise impede a project from complying with the intent of the Design Guidelines.
- The majority of a building's façade at street level should address the public way, be pedestrian oriented and provide visual interest.
- Residential projects should avoid the appearance of a large single family dwelling.