



Agenda Item #: 07/0717.15

Staff Report

City of Manhattan Beach

TO: Honorable Mayor Tell and Members of the City Council

THROUGH: Geoff Dolan, City Manager

FROM: Richard Thompson, Director of Community Development
Daniel A. Moreno, Associate Planner

DATE: July 17, 2007

SUBJECT: Consideration of Planning Commission Approval of a General Plan Amendment, Zone Change, Master Use Permit including Parking Reduction, Vesting Tentative Tract Map, Loading Space Size Variance, and a Negative Declaration of Environmental Impacts for a 30-Unit Mixed-Use, Medical, Retail and Restaurant Commercial Condominium Development at 1000 Sepulveda Boulevard

RECOMMENDATION:

Staff recommends that the City Council **CONDUCT** the Public Hearing; **APPROVE** the proposed project; and take the following action:

1. **ADOPT** Resolution No. 6107 approving a Master Use Permit including parking reduction, General Plan Amendment from "Medium Density Residential" to "General Commercial" for the rear 50-feet of the property, loading space size Variance and Vesting Tentative Tract Map No. 68175 for an office condominium.
2. **ADOPT** Resolution No. 6108 certifying the California Environmental Quality Act Negative Declaration of Environmental Impacts for the comprehensive project.
3. **INTRODUCE** Ordinance No. 2105 amending the Zoning Map to change the zoning district of the rear 50-feet of the property from "RM" (Residential Medium Density) to "CG" (Commercial General).

FISCAL IMPLICATION:

There are no fiscal implications associated with the recommended action.

BACKGROUND:

At the May 23, 2007 Planning Commission meeting staff presented a proposal which consisted of a request to allow the development of a mixed-use (medical office/retail/restaurant) project. The site encompasses 28,053 square feet and is currently developed with a 5,400 square foot single story restaurant with outdoor patio area and 65 parking spaces. The front 138-feet of the site is currently zoned "CG" (Commercial General) and the rear 50-feet is zoned "RM" (Residential Medium Density). The Land Use Element of the City of Manhattan Beach General Plan designates the property as General Commercial and Medium Density Residential.

The project proposal consists of the demolition of all existing improvements and construction of a four level 25,350 square foot mixed use medical and retail use building (no residential), which includes a 22,970 square feet of medical office condominium; 665 square foot pharmacy and a 1,715 square foot coffee shop with outdoor patio area. The proposed uses are permitted in the CG zone; however, because the project exceeds more than 5,000 square feet of buildable floor area and more than 10,000 square feet of land area, and is requesting a parking reduction, a Master Use Permit approval is required. Along with the Use Permit application, the applicant also seeks approval of a Zone Change from "RM" to "CG" and a General Plan Amendment from Medium Density Residential to General Commercial for the rear 50-feet of the existing site' and a Variance approval for a reduction in the size of the required 12' x 35' x 14' commercial loading space.

At this meeting, after opening the hearing and taking testimony, the Planning Commission passed a motion to continue the public hearing and continued the item to the June 27, 2007 Planning Commission meeting. Although the Commission expressed their appreciation for the design and layout of the proposed project, the Commission did continue the public hearing due to a number of concerns. At the June 27th meeting the Planning Commission reviewed the revised plans which addressed the Commission's concerns and approved the modified project subject to a number of conditions.

DISCUSSION

The attached Planning Commission staff reports provide the background and issues of the proposed project in detail. Minute excerpts from those meetings, and all written material received from the public are also attached.

The primary project issues discussed and addressed by the public and the Planning Commission included the following issues:

- General Plan Goals and Policies
- Sepulveda Corridor Guidelines
- Commercial loading space
- Traffic/Circulation/Site Access
- Traffic signal on Sepulveda Blvd./10th Street
- Red curb on 10th Street
- Retail Uses
- Garage security
- Hours of operation

General Plan Goals and Policies:

Manhattan Beach is made up of various unique neighborhoods, each with distinct features and character that reflect the history and culture of this community. Future development and improvements must respect these unique qualities. As mentioned previously, in response to these issues, the City adopted the Sepulveda Boulevard Design Guidelines to provide a framework for future development along the corridor.

In order to approve the requested Master User Permit, findings must be made that the project: is consistent with zoning code and General Plan, will not be detrimental to the city or surrounding area, and will not adversely impact or be impacted by nearby properties.

- The project is consistent with the General Plan, specifically with the following policies:

- LU-1.2: Encouraging the use of notches, open space, setbacks, landscaping, or other architectural details to reduce building bulk
- LU-2.1: Encourage landscaping standards for commercial areas.
- LU-3.1: Encourage quality design in all new construction
- LU-3.2: Encourage the use of the Sepulveda Boulevard Design Guidelines
- LU-5.1: Require the separation or buffering of residential areas from businesses which produce noise, odors, high traffic volumes, light or glare, and parking through the use of landscaping, setbacks, or other techniques.
- LU-5.4: Discourage the outdoor commercial use of property adjacent to a residential neighborhood.
- LU-6.2: Encourage a diverse mix of businesses that support the local tax base, are beneficial to residents, and support the economic needs of the community.
- LU-8.1: Encourage commercial uses serving a broad market area, including visitor-serving uses.

Sepulveda Corridor Guidelines

Sepulveda Boulevard is the only State Highway in Manhattan Beach and as a major transportation corridor it functions as a commercial corridor. With the heavy traffic volumes and associated noise impacts, adequate buffering of the residential uses behind Sepulveda Boulevard from such impacts is important. The scale and character of commercial development along this corridor is as important and for these reasons the City adopted the "Sepulveda Corridor Design Guidelines" to provide a framework for future development along this corridor.

The applicant has made substantial efforts to address the Sepulveda Boulevard Development Guidelines. The aesthetic oriented guidelines generally favor building/store frontages oriented toward Sepulveda, as opposed to vehicle dominated frontages. A pedestrian entry path is provided from the Sepulveda Boulevard sidewalk and 10th Street (see attached site plan).

The building, storefront, windows and pedestrian entrance as designed will be oriented towards Sepulveda Boulevard as recommended by the guidelines. The trash area would be housed and located on the northwesterly side of the building at the lower level parking area for easy access and pick-up. Most of the parking area is located below grade or on street level adjacent to 10th Street which is a less prominent location as recommended by the Sepulveda Corridor Guidelines.

Driveway access for the former restaurant use consisted of three driveways; two on 10th Street and one on Sepulveda Boulevard. The proposed project traffic circulation will eliminate the easterly most driveways on 10th street to reduce impacts to the adjacent residential properties to the east. The remaining driveway on 10th Street will be more centrally located to ease access to surface and lower level parking areas. The proposed driveway access on Sepulveda Boulevard will access a lower level, semi-subterranean parking area.

Parking:

Based on the proposed mix of uses the site is required to provide 124 on-site parking spaces (Office Use, 1-per 200 sq. ft.; retail use, 1 per 200 sq. ft., and restaurant use with take-out, 1/75 of gross floor area). The project proposes to provide 119 on-site parking spaces (115 full-size, 3 compact and 1 loading space). Parking will be provided in two areas of the site including 107 spaces at the second level subterranean parking garage and 12 surface parking spaces adjacent to the 10th Street driveway entry area. A parking forecast analysis completed as part of the traffic and parking study indicates a maximum hourly demand of 109 spaces.

Manhattan Beach Zoning Code Section 10.64.040 allows up to a 15% parking reduction for the collective provision of parking for multi-use developments, therefore the City can approve a parking reduction from the required 124 required spaces to 119 spaces. Additionally, Section 10.64.050 (B) allows for an unspecified reduction, through the Use Permit process, based upon evidence provided in a parking demand study. The overall traffic, circulation and parking design for the project has been reviewed by the City's Traffic Engineer and found to be adequate.

Commercial Loading Space

The original design called for the required 12' wide x 35' long x 14' high commercial loading space to be located in the back-up/access aisle of the upper level parking area adjacent to the 10th Street entrance area. Concerns were raised that this location would cause circulation, parking and safety issues and that a separate area should be set aside to provide this loading space.

The applicant relocated the loading space adjacent to the building away from the back-up/vehicle access area. This location will not conflict with parking demand for the site (See Sheet A-00.1, Site Plan – First Floor). However, this loading space is designed as 12' wide x 31' long which is 4-feet short of the required length. The applicant contends that with the proposed uses the types of deliveries will be minimal and not require large delivery trucks.

The Planning Commission evaluated the proposed location of the loading space and found its location and design to be appropriate despite its reduced size. The proposed location is designed in a more practical area and would not decrease access to the site. Condition #17 of Resolution No. 6107 prohibits deliveries between the hours of 7:00 p.m. and 7:00 a.m.

Traffic/Circulation/Site Access

The site is a triangular shape located on the northeast corner of Sepulveda Boulevard and 10th Street. Proposed site access for the commercial development is provided from two driveway locations along 10th Street and Sepulveda Boulevard.

A Traffic and Parking Study for the project, dated April 9, 2007, was prepared by Linscott, Law and Greenspan. The purpose of this study was to evaluate the potential traffic impacts of the proposed project on the streets and intersections within the vicinity of the site. The report is intended to address the City's requirements as well as the traffic impact assessment guidelines set forth in the 2004 Congestion Management Program (CMP) for Los Angeles County. The following intersections were studied:

- Sepulveda Boulevard at Manhattan Beach Boulevard
- Sepulveda Boulevard at 10th Street
- Sepulveda Boulevard at 8th Street
- Sepulveda Boulevard at 2nd Street
- Poinsettia Avenue at 10th Street
- Meadows Avenue at 10th Street

This evaluation identified three study intersections which currently operate at Level of Service (LOS) D or better during the AM and PM peak hours. The remaining intersections of Sepulveda Boulevard at Manhattan Beach Boulevard and 10th Street currently operate at LOS F for the AM peak, and LOS F for the PM peak. The intersection of Sepulveda Boulevard at 2nd Street currently operates at LOS E for the AM peak and LOS D for the PM peak.

The Traffic Impact Study prepared by Linscott, Law and Greenspan was found to be complete and satisfactory by the City Traffic Engineer. The study also considered left turn exiting the project driveway on 10th Street and if the project is conditioned to prohibit outbound left turns, a small percentage of traffic would be redirected away from the residential neighborhood which would incrementally impact the intersection of Sepulveda Boulevard at 10th Street.

Traffic Signal on Sepulveda Boulevard/10th Street

The Commission expressed a concern that the proposed project has a cumulative impact with other projects at the intersection of Sepulveda Boulevard and 10th Street. They expressed a desire to have staff further study the need of installing a traffic signal at this intersection.

In response to the Commissions concern the applicant has agreed to provide a fair-share contribution towards a future study to determine the feasibility and impacts of a new traffic signal at the intersection of Sepulveda Boulevard and 10th Street (See Condition #18 of Resolution No. 6107). Should the study determine that a traffic signal is required; the applicant would be required to pay their fair share towards the installation. The City Traffic Engineer does not recommend that a traffic signal be installed at this time.

The result of the traffic analysis found that the proposed project will not significantly impact any of the six key study intersections, when compared to the City of Manhattan Beach LOS (Level of Service) standards and significant impact criteria specified in the report.

Garage Security

A concern arose from the public and the Commission regarding the parking structure remaining open on a 24-hour basis. They requested that the applicant look into restricting access to the garage after hours.

In order to address the Commission's concern the applicant is proposing security gates at the two main entry points to the lower level parking areas. Conditions numbers 19 through 23 of the Resolution No. 6107 provides detailed requirements for the operation of the lower level during non-business hours. Key or code controlled ingress would be provided at the gates including an intercom system to individual units should the visitor be allowed behind the gates. Automatic exiting using vehicle detection would also be provided when vehicles exit the parking areas.

Hours of Operation:

At the May 23, 2007 Planning Commission meeting, in response to a question from the Commission regarding the proposed hours of operation, the applicant requested hours of operation between the hours of 5:30 a.m. through 11:00 p.m. (seven days a week) for the coffee shop/retail use; 7:00 a.m. through 7:00 p.m. for the pharmacy, and from 7:00 a.m. through 7:00 p.m. for the office medical condominiums (Monday through Friday) and on Saturday from 8:00 a.m. through 2:00 p.m.

At the June 27, 2007 Planning Commission meeting the applicant discussed alternative operating hours for both the office medical condominiums and the restaurant use. The Commission felt that these hours were reasonable operation hours based on the proposed uses. Condition #16 of Resolution No. 6107 address the revised hours of operation as requested by the applicant.

Red Curb on 10th Street

In addition to the concerns raised by neighbors about further studying the need for a traffic signal on Sepulveda Boulevard and 10th Street, the Commission discussed painting a "red" curb on 10th Street to ease traffic flow and restrict parking.

Staff has discussed the issue with the City Traffic Engineer and has conducted a site visit to verify existing street restrictions. The northerly curb between the center driveways towards Sepulveda Boulevard is already painted "red" and would not change as a result of the proposed project. Staff feels that this portion of the curb should remain "red" to facilitate vehicle access and exiting for vehicles traveling westerly onto Sepulveda Boulevard. Staff points out that all vehicles exiting the site on 10th Street will be prohibited from turning left towards the residential neighborhood to alleviate traffic and safety concerns (See Condition #41 of Resolution No. 6107).

Public Meeting

A public notice for the project was mailed to property owners within 500 feet of the site and published in the Beach Reporter newspaper.

Over the last several months the applicant has had two meetings with the neighbors during which they presented architectural plans and computer generated renderings of the proposed building. Subsequent to this meeting they have revised the plan to incorporate their initial concerns to minimize the impact to the residential neighborhood. In a letter to staff, dated May 7, 2007, the applicant reports that overall the residents were pleased with the project and supported the proposed development.

CONCLUSION

Staff recommends that the City Council approve the project by adopting the provided Environmental, General Plan Amendment, Variance, Tract Map and Use permit resolutions; and introduce the Zone Change Ordinance. The Zone Change Ordinance would then return to the City Council at its August 7, 2007 meeting for final adoption.

Attachments:

Resolution No. 6107 - Master Use Permit, General Plan Amendment, Variance and Vesting
Tentative Tract Map (available electronically)

Resolution No. 6108 - Negative Declaration (available electronically)

Ordinance No. 2105 - Zone Change (available electronically)

Background Information, Staff Reports and materials, dated 5/23/07 and 6/27/07 (available
electronically)

Planning Commission Minutes, dated 5/23/07 and 6/27/07 (available electronically)

Project Plans

RESOLUTION NO. 6107

RESOLUTION OF THE CITY COUNCIL OF THE CITY OF MANHATTAN BEACH, CALIFORNIA, APPROVING A MASTER USE PERMIT INCLUDING PARKING REDUCTION, GENERAL PLAN AMENDMENT FROM "MEDIUM DENSITY RESIDENTIAL" TO "GENERAL COMMERCIAL", LOADING SPACE SIZE VARIANCE AND VESTING TENTATIVE TRACT MAP NO. 68175 FOR OFFICE CONDOMINIUM, AT 1000 SEPULVEDA BOULEVARD

THE CITY COUNCIL OF THE CITY OF MANHATTAN BEACH HEREBY RESOLVE AS FOLLOWS:

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

- A. The Planning Commission of the City of Manhattan Beach conducted public hearings pursuant to applicable law on May 23, 2007 and June 27, 2007, to consider applications for a Master Use Permit; reduction of parking requirements; Variance for a reduction in size of a commercial loading space, and Vesting Tentative Tract Map No. 68175, to allow construction of a 25,350 square foot mixed use medical office/retail/restaurant development; for the property legally described as Lots 15, 16, 17 and 18, Block 7, Tract 142, located at the northeast corner of Sepulveda Boulevard and 10th Street, at 1000 Sepulveda Boulevard in the City of Manhattan Beach. The Planning Commission approved the application on June 27, 2007 by adopting Resolution No. PC 07-08.
- B. The applicant is 1008 Investment Group, LLC.
- C. The City Council conducted a public hearing and received public testimony on these matters on July 17, 2007. All decisions set forth in this resolution are based upon substantial evidence received at said public hearing.
- D. An Initial Study was prepared in compliance with the provisions of the California Environmental Quality Act (CEQA). Based upon this study it was determined that the project is not an action involving any significant impacts upon the environment, and a Negative Declaration was prepared and is hereby adopted.
- E. The project will not individually nor cumulatively have an adverse effect on wildlife resources, as defined in Section 711.2 of the Fish and Game Code.
- F. The applicant has submitted application for a Master Use Permit for a commercial development and a request for parking reduction. Additionally, the applicant has filed a request for a zone change from "RM" to "CG" consistent with the requirements of Section 10.32.060 of the MBMC, for the rear 50-feet of the property; and a Variance for relief from a required 12' x 35' x 14' commercial loading space.
- G. The applicant has submitted an application requesting consideration of an amendment to the General Plan Land Use Element and Land Use Policy Map reclassifying the rear 50-feet of the project site from a "Residential Medium Density" land use designation to a "General Commercial" land use designation.
- H. The project will provide a maximum of thirty (30) commercial condominium units or less for individual ownership of varying sizes.
- I. The City Council made the following findings with respect to this application:
 1. The project consists of a 25,350 square foot mixed use medical office/retail/restaurant structure, which includes 22,970 square feet of medical condominium offices, 665

square feet of pharmacy area or similar retail use, and 1,715 square feet of coffee shop or similar retail use which includes outdoor dining area.

2. The project is located in Area District I and is zoned (CG) General Commercial. The uses are permitted by the zoning code and are appropriate as conditioned for the general commercial area. The properties to the north, south and west are similarly zoned; the properties to the east are zoned Residential Medium Density.
3. The General Plan designation for the front 138 feet of the property is General Commercial; the rear 50 feet of the property is designated as Medium Density Residential. The General Plan encourages commercial development such as this that provides for businesses which serve city residents.
4. The majority of the property that is being rezoned is landscaped and provides adequate separation between residential and commercial activities.

Use Permit

1. The proposed project, with approval of the General Plan Amendment and Zone change for the rear 50 feet of the lot from Residential to Commercial, is located within the (CG) General Commercial district. The subject proposal would replace a former 5,400 square foot restaurant use and the business is in accord with the objectives of this title, and the purpose of the district in which it is located since the project is a commercial zone consistent with Section 10.16.010 of the Manhattan Beach Zoning Code which states that the district is intended to provide opportunities for commercial retail uses for a full range of retail and service businesses. With the exception of the number of required parking spaces and a smaller loading space, the subject proposal would be in compliance with all applicable regulations as detailed in the staff report.

Because the parking design includes mostly full-size parking spaces to facilitate parking access, a parking reduction was requested. A reduction of 8 parking spaces (from 127 to 119) is approved based on the proposed uses and a parking forecast analysis which indicates a maximum hourly demand of 109 spaces. Additionally, the probable long-term occupancy of the building, based on its design and proposed uses will not generate additional parking demand.

Therefore the Use Permit findings as required by MBMC Section 10.64.050 (B), Reduced Parking for Certain Districts and Uses, which allows a reduction in the number of parking spaces through a Use Permit, can be made as follows:

1. The parking demand will be less than the requirement for off-street parking regulations.
2. The probable long-term occupancy of the building or structure, based on its design, will not generate additional parking demand.
2. The proposed office/retail building poses no detrimental effects to the public health, safety, or welfare of persons residing or working on the proposed project site, or to the adjacent neighborhood; and will not be detrimental to properties or improvements in the vicinity or to the general welfare of the city as the site continues to operate as a commercial use. The new use is intended to provide a better variety of services to the community.

The proposed location of the use and the proposed conditions under which it will be operated or maintained will be consistent with the General Plan, since the project site, with the General Plan Amendment and Zone Change, is classified as General Commercial which allows for a full range of retail and service businesses.

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

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

Goal LU-2.1: Encourage landscaping standards for commercial areas.

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

Goal LU-3.2: Encourage the use of Sepulveda Boulevard Corridor Guidelines.

Goal LU-5.1: Require the separation or buffering of residential areas from businesses which produce noise, odors, high traffic volumes, light or glare, and parking through the use of landscaping, setbacks, or other techniques.

Goal LU-5.4: Discourage the outdoor commercial use of property adjacent to a residential neighborhood.

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

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

3. The proposed medical office/retail uses on the existing site will be in compliance with applicable provisions of the (CG) General Commercial zone.
4. The proposed change in use from a restaurant to a medical office/retail/restaurant use will not adversely impact nearby properties due to landscaping, screening, setbacks, and the site design and layout of the parking, access and circulation, loading and trash, as well as the conditions of approval. The proposed change in use will increase the parking demand; however it will be accommodated as part of the proposed project design. It is not anticipated that the proposed office/retail uses will exceed the capacity of public services and facilities. Minor comments from the Building Division, Fire Department, Police Department, Engineering and Public Works Department will be addressed during regular plan check.

I. The project shall be in compliance with following Sepulveda Corridor Design Guideline Goals:

- Establish standards for low-rise commercial arterial development such as retail/office uses.
- Based on the building design restrict the height limit.
- Provide, when possible, a right-turn deceleration pocket on Sepulveda Boulevard to improve safety and circulation.
- Buildings, storefronts, and windows should be oriented toward Sepulveda Boulevard when possible. Site and building design should focus and relate to the street and create a more attractive, comfortable and interesting environment for the Boulevard.
- Visually less desirable elements such as large parking areas, parking structures, vehicle service areas, blank walls, storage areas, and trash areas should be hidden or made less prominent along Sepulveda Boulevard.
- The building design should take into consideration extreme noise, and odor generating activities near residential boundaries.
- Safe pedestrian access to buildings should be provided through parking lots, particularly from public sidewalks.
- Landscaping should enhance the property with the following: 1) install landscaping in areas that would otherwise be unused pavement, 2) use landscape planters and other decorative

treatments around buildings to avoid direct building-to-asphalt contact areas, and 3) provide tree-lined landscape buffers in parking lots along residential boundaries.

- Proposed signs and sign copy should be compatible with their related building(s) and not be crowded within their locations or backgrounds. Harsh plastic or illuminated backgrounds should be avoided.

Additionally, the project will satisfy the Sepulveda Corridor requirements for the following reasons:

- The proposed structure is designed to create minimal bulk and impact on the neighboring residential area by providing adequate open space for light, air and fire safety through increased setbacks and innovative building design.
 - The proposed project includes convenient off-street parking facility which is enhanced by an effective on-site traffic circulation system.
 - The efficiently designed parking areas are comprised mostly of full size parking spaces (except 3-compact spaces which are 8-feet wide and 19-feet in length), which provides ample covered parking and excellent vehicular flow that minimizes impact to the adjacent residential neighborhood.
- J. The project shall be in compliance with applicable provisions of the Manhattan Beach Municipal Code.
- K. This Resolution upon its effectiveness constitutes the Master Use Permit for the subject project.

SECTION 2. The City Council of the City of Manhattan Beach hereby APPROVES the subject Master Use Permit, Variance and Vesting Tentative Tract Map No. 68175 subject to the following conditions:

Site Preparation/Construction

1. The project shall be constructed and operated in substantial conformance with the submitted plans and project description submitted to, and approved by the Planning Commission on June 27, 2007. Any other substantial deviation from the approved plans must be reviewed and approved by the Planning Commission.
2. The project will provide 119 on-site parking spaces which includes; 9 disabled parking spaces, 3 modified compact spaces (8' x 18'), commercial loading space (12' x 31' x 14') and 107 full-size spaces.
3. A Traffic Management Plan shall be submitted in conjunction with all construction and other building plans, to be approved by the Police and Public Works Departments prior to issuance of building permits. The plan shall provide for the management of all construction related traffic during all phases of construction, including delivery of materials and parking of construction related vehicles.
4. All electrical, telephone, cable television system, and similar service wires and cables shall be installed underground to the appropriate utility connections in compliance with all applicable Building and Electrical Codes, safety regulations, and orders, rules of the Public Utilities Commission, the serving utility company, and specification of the Public Works Department.
5. During building construction of the site, the soil shall be watered in order to minimize the impacts of dust on the surrounding area.
6. The siting of construction related equipment (job site offices, trailers, materials, etc) shall be subject to the approval from the Director of Community Development prior to the issuance of any building permits.

7. Any future change from office/retail uses shall be reviewed by the Traffic Engineer for consistency with the approved Parking Demand Study to ensure compliance with parking requirements.
8. A site landscaping plan utilizing drought tolerant native plants shall be submitted for review and approval concurrent with the building permit application. All plants shall be identified on the plan by the Latin and common names. The current edition of the Sunset Western Garden Book contains a list and description of drought tolerant plants suitable for this area.
9. A low pressure or drip irrigation system shall be installed in the landscaped areas, which shall not cause any surface run-off. Details of the irrigation system shall be noted on the landscape plans. The type and design shall be subject to the approval of the Public Works and Community Development Departments.
10. A covered enclosure(s) with adequate capacity for both trash and recycling for all tenants shall be constructed for this site. This trash enclosure must be constructed with a concrete, asphalt, or similar base and must have drainage to the sanitary sewer system. The enclosure is subject to specifications and approval of the Public Works Department, Community Development Department, and the City's waste contractor. A trash and recycling plan shall be required by the Public Works Department.
11. Management of the retail uses shall police the property and all areas immediately adjacent to the businesses during the hours of operation to keep it free of litter.
12. The operator of the pharmacy and coffee shop shall provide adequate management and supervisory techniques to prevent loitering and other security concerns outside the subject business.
13. The property owner(s) shall be responsible for prohibiting employees from parking personal vehicles on the surrounding public streets. Owners and employees must park on-site while visiting the site.
14. All signs shall be in compliance with the Sign Code. A comprehensive sign program must be submitted to the Community Development Department for review and approval prior to the issuance of a building permit.
15. The applicant shall submit a lighting and photometric plan which shows the location of the proposed light pole and maximum foot candles prior to the issuance of a building permit. These plans shall be in compliance with all provisions of the parking lot lighting regulations. Due the proximity of the proposed project to the residential properties to the east, the maximum pole heights shall not exceed 20 feet. Security lighting for the site shall be provided in conformance with Municipal Code requirements including glare prevention design.
16. The hours of operation for the proposed uses shall be as follows:

Medical Office Uses:	7:00 a.m. – 7:00 p.m. Monday through Friday
	8:00 a.m. – 5:00 p.m. Saturday
Pharmacy Use:	7:00 a.m. – 7:00 p.m. Monday through Friday
Coffee Shop/Retail Use	6:00 a.m. – 11:00 p.m. Seven days a week
17. Delivery hours shall be prohibited between the hours of 7:00 p.m. and 7:00 a.m.

Parking Related Conditions

18. The developer shall provide a fair-share contribution towards a future traffic study to determine the feasibility and impacts of a new traffic signal at Sepulveda Boulevard and

10th Street. If a signal is determined to be required, the applicant shall be required to pay for their fair share towards the installation.

19. A Parking Management Plan shall be submitted for approval by the City Traffic Engineer prior to issuance of building permits. The plan shall consist, at a minimum, of time-limit parking restrictions for customer use, designated areas for employees and customers use, details of security gate locations, specifications, hours of operation, and an override of any restricted or gated areas during peak or other designated periods. This Plan shall include provisions for closing and securing parking areas, particularly the lower level of the parking structure, after hours. All required measures shall be installed per the approved plan prior to occupancy.
20. The lower parking area shall remain unrestricted for all users during business hours. All parking spaces on the upper surface lot shall be reserved for visitor/customer use only. There shall be no assigned parking for anyone associated with the commercial uses. Employees and tenants shall be encouraged to park in the lower parking area. At no time shall the employees or visitors be charged for parking.
21. Each parking level driveway entrance shall provide signage to direct motorists to the designated parking areas for that level (i.e. customers, patients and employees). The entrance to each patient/customer parking area shall provide directional signage for the designated parking area.
22. At least one vehicle must be able to queue outside the proposed security access gates in both directions without blocking the sidewalk.
23. Key or code controlled ingress must be provided at any gate, including an intercom system connected to individual units if visitor/customer parking is allowed behind the gate. Automatic exiting using vehicle detection must be provided when vehicles leave the gated area. Details shall be provided as part of the Parking Management Plan.
24. Slopes and transitions for all vehicle ramps shall not exceed 15 percent grade and shall conform to City standards, subject to City review and approval. All ramps over 8 percent grade must include transition slopes at the beginning and end of the ramp and must meet the required slope setbacks behind the property line. Show slopes and cross-sections on approved plans.
25. Convex mirrors or other sensing device shall be used on all vehicle ramp corners to warn drivers of vehicles approaching in opposite directions.
26. Parking stall cross-slope shall not exceed 5%.
27. All two-way driveways and approaches shall be as wide as the aisle it serves. Both driveway approaches for the project must be at least 25 feet wide.
28. Any two-way aisles or ramps adjacent to a wall or obstruction must be at least 22 feet wide.
29. Staircases shall not exit directly onto a vehicle aisle or street without a landing.
30. Provide unobstructed triangle of sight visibility (5' x 15') adjacent to each driveway and behind the ultimate property line when exiting the parking areas without wall, columns or landscaping over 36 inches high (MBMC 10.64.150). All planters next to both driveways must conform to this requirement. Note that total height of planter and landscaping shall not exceed 36 inches high.

31. No portion of a column may encroach into the minimum parking stall dimensions. Column placement must be at least 2 feet inside the end of stall and not obstruct vehicle door opening. Alternately, the parking stall may be at least one foot wider than a standard space (MBMC 10.64.100).
32. All parking spaces adjacent to an obstruction, except columns located as specified in condition #32, must be at least one foot wider than a standard space.
33. Wheel stops are necessary for all parking spaces inside a parking lot or structure except those spaces abutting a masonry wall or protected by a 6-inch high planter curb (MBMC 10.64.100 D).
34. Provide height clearance signs and clearance warning bar for subterranean parking area at entrance to level.
35. All unused driveways shall be reconstructed with curb, gutter and sidewalk.
36. Provide and identify the commercial loading area on site plan and label with approved signage.
37. Doors and gates along property frontages shall not open across the public right-of-way.
38. Any compact spaces shall be labeled with a sign and a stencil marking at the back of each space.
39. All wall extensions at the end of each ramp must be removed to maximize driver/pedestrian visibility.
40. The driveway on Sepulveda Boulevard shall be restricted to Right Turn In/Right Turn Out and posted with signs as directed by the City Traffic Engineer and Caltrans.
41. Outbound traffic at the driveway at 10th Street shall be restricted to Right Turn Out only and posted with signs as directed by the City Traffic Engineer.
42. Bicycle parking shall be provided at a rate of five percent (5% - 6 spaces) of all parking spaces (MBMC 10.64.80). Location shall be shown on the plans subject to Planning review and approval.
43. All roof top equipment shall be screened from public view.

Public Works Requirements

44. All landscape irrigation backflow devices must meet current City requirements for proper installation.
45. No discharge of construction wastewater, building materials, debris, or sediment from the site is permitted.
46. A property line cleanout must be installed on the sanitary sewer lateral (See City Standard Plan ST-5). Cleanout must be added to the plumbing plan.
47. A backwater valve is required on the sanitary sewer lateral if the discharges from fixtures with flood level rims are located below the next upstream manhole cover of the public sewer and must be shown on plans if applicable (See City Standard Plan ST-24).
48. If an existing sewer lateral is used, it must be televised to check its structural integrity. The tape must be made available for review by the Public Works Department. The Public Works Department will review the tape and determine at that time if the sanitary sewer

lateral needs repairing, replacing, or that it is structurally sound and can be used in its present condition. The lateral must not be cleaned before it is video taped.

49. Required mop sinks must be installed and shown on the plumbing plans.
50. Commercial enterprises must comply with the National Pollution Discharge Elimination System (NPDES) clean water requirements. Discharge of mop water, floor mat washing, and trash can cleaning and washing out trash enclosures into the street or storm drain system is prohibited MBMC 5.84.060. 5.84.090.
51. Any unused water or sanitary sewer laterals must be shown on the plans and abandoned at the City main.
52. A grease interceptor must be installed and placed into a maintenance program with regular inspections and removal of grease buildup.
53. All trash enclosures shall be enclosed, have a roof, built in such a manner that stormwater will not enter, and a drain installed that empties into the sanitary sewer system. Floor drain or similar traps directly connected to the drainage system shall be provided with an approved automatic means of maintaining their water seals. See 1007.0 Trap seal Protection in the Uniform Plumbing Code. Contact the City's refuse contractor for sizing of the enclosure. Drawings of the trash enclosure must be on the plan, and must be approved by the Public Works Department before a permit is issued. See Standard Plan ST-25. Trash pick-up shall be from Sepulveda Boulevard and not 10th Street.
54. Commercial establishments are required, in accordance with Municipal Code 5.24.030 (C)(2) to have a sufficient refuse and recycling storage space to enclose a commercial lift container(s). The refuse storage space or facility must be screened from public view and be either constructed within the building structure or in a screened enclosure on private property.
55. Sidewalk, driveway, curb, and gutter repairs or replacement must be completed per Public Works Specifications. See City Standard Plans ST-1, ST-2, and ST-3. The plans must have a profile of the driveway, % of slope on driveway, and driveway elevations. In the case where the garage level is below the street drainage flow lines, the combined slope of public and private approach shall not exceed 15%.
56. Weekly sweeping will be required for all parking areas.
57. A disabled access ramp must be installed on the public sidewalk, See City Standard Plan ST-9. Ramp must be shown on plans.
58. The sidewalk must be replaced from the north property line to the south property line on Sepulveda and from the west to the east property line on 10th Street and shown on the plans.
59. Backflow preventers for fire and domestic water services must be installed per Public Works Department requirements.
60. Water meters shall be placed near the property line and out of the driveway approach whenever possible. Water meter placement must be approved by the City and shown on the plans, and all utility meters screened from view.
61. If the water meter box is replaced, it must be purchased from the City, and must have a traffic rated lid if the box is placed in the driveway.
62. Erosion and sediment control devices BMPs (Best Management Practices) must be implemented around the construction site to prevent discharges to the street and adjacent

properties. BMPs must be identified and shown on the plan. Control measures must also be taken to prevent street surface water entering the site.

63. Any new storm water, nuisance water, etc. drain lines installed within the street right of way must be constructed of ductile iron pipe. Drains must be shown on plans.
64. Enclosed parking area drains must be connected to oil water separators/clarifiers, and drain into the sanitary sewer system. Storm water must not enter the enclosed parking areas. Details must be shown on plans and approved by the Public Works Dept.
 - a. The on site operator must maintain a log of weekly measurements of the amount of material in the clarifier.
 - b. The log of measurements must be available for review by City employees during business hours.
 - c. If the clarifier is not connected to the sanitary sewer, the clarifier must be pumped and maintained promptly, but in no more that 72 hours following any measurement showing that the tank is filled to 75% of capacity. In no event shall the clarifier be pumped and maintained less frequently than once quarterly.
 - d. City staff must be allowed to inspect the clarifier at reasonable times for compliance.
 - e. Proof of adequate maintenance of the clarifier and proper disposal of the contaminated silt is required, and must be sent to the City of Manhattan Beach on a quarterly basis.
65. If any parkway trees are removed, they must be replaced with trees selected from the City's approved parkway tree list, and planted in root barrier boxes. Any new tree in the Caltrans right-of-way requires Caltrans approval.
66. This project must meet construction and post construction SUSMP requirements.
67. Plan holder must have the plans rechecked and stamped for approval by the Public Works Department before the building permit is issued.

Building Division

68. All paths of travel areas for the project shall meet the Disabled Access requirements.
69. All work shall comply with the 2001 California Codes which includes: 2004 California Electrical Code, 2001 Building Code, 2001 Mechanical Code and 2001 Plumbing Code.

Fire Department

70. All food heat-processing equipment that produces grease-laden vapors shall have hood, duct and fire extinguishing systems according to 2001 California Fire Code Section 1006.

Procedural

71. *Interpretation.* Any questions of intent or interpretation of any condition will be resolved by the Planning Commission.
72. *Terms and Conditions are Perpetual.* These terms and conditions shall be perpetual, and it is the intention of the Director of Community Development and the permittee to bind all future owners and possessors of the subject property to the terms and conditions.

73. *Effective Date.* This Resolution shall become effective when all time limits for appeal as set forth in MBCM Section 10.100.030 have expired.
74. This Use Permit shall lapse three years after its date of approval, unless implemented or extended pursuant to 10.84.090 of the Municipal Code.
75. The applicant agrees, as a condition of approval of this project, to pay for all reasonable legal and expert fees and expenses of the City of Manhattan Beach, in defending any legal actions associated with the approval of this project brought against the City. In the event such a legal action is filed against the project, the City shall estimate its expenses for the litigation. Applicant shall deposit said amount with the City or enter into an agreement with the City to pay such expenses as they become due.

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

SECTION 4. This resolution shall take effect immediately. The City Clerk shall make this resolution readily available for public inspection within thirty (30) days of the date this resolution is adopted.

SECTION 5. The City Clerk shall certify to the adoption of this resolution and thenceforth and thereafter the same shall be in full force and effect.

PASSED, APPROVED and ADOPTED this 17th day of July, 2007.

Ayes:
Noes:
Absent:
Abstain :

Mayor, City of Manhattan Beach, California

ATTEST:

City Clerk

APPROVED AS TO FORM:

By

City Attorney

RESOLUTION NO. 6108

RESOLUTION OF THE CITY COUNCIL OF THE CITY OF
MANHATTAN BEACH, CALIFORNIA, CERTIFYING A NEGATIVE
DECLARATION UNDER THE CALIFORNIA ENVIRONMENTAL
QUALITY ACT FOR A MASTER USE PERMIT, ZONING CHANGE,
GENERAL PLAN AMENDMENT, AND LOADING SPACE VARIANCE
(Manhattan Medical Building)

THE CITY COUNCIL OF THE CITY OF MANHATTAN BEACH DOES HEREBY
RESOLVE AS FOLLOWS:

- A. The City Council of the City of Manhattan Beach considered an application for a Master Use Permit to allow construction of a 25,350 square foot medical office/retail commercial center; reduction of parking requirements and Variance for a reduction in size of a commercial loading space; for the property legally described as Lots 15, 16, 17 and 18, Block 7, Tract 142, located at the northeast corner of Sepulveda Boulevard and 10th Street, at 1000 Sepulveda Boulevard in the City of Manhattan Beach.
- B. The application was filed on January 19, 2007 and the Planning Commission conducted public hearing and received public testimony on May 23, 2007 and June 27, 2007. The Planning Commission approved the subject applications on June 27, 2007, by adopting Resolution No. PC 07-08.
- C. The City Council conducted a public hearing and received public testimony on these matters on July 17, 2007. All decisions set forth in this resolution are based upon substantial evidence received at said public hearing.
- D. The applicant is 1008 Investment Group, LLC.
- E. The applicant has submitted application for a Master Use Permit for a commercial development and a request for parking reduction. Additionally, the applicant has filed a request for a zone change from "RM" to "CG" consistent with the requirements of Section 10.32.060 of the MBMC, for the rear 50-feet of the property; and a Variance for relief from a required 12' x 35' x 14' commercial loading space.
- F. The applicant has submitted an application requesting consideration of an amendment to the General Plan Land Use Element and Land Use Policy Map reclassifying the rear 50-feet of the project site from a "Residential Medium Density" land use designation to a "General Commercial" land use designation.
- F. The General Plan designation for the front 138 feet of the property is General Commercial; the rear 50 feet of the property is designated as Medium Density Residential. The General Plan encourages commercial development such as this that provides for businesses which serve city residents.

SECTION 2. An Initial Study of environmental impacts regarding the proposed Master Use Permit and Parking Reduction, General Plan Amendment, Zoning Change, and Variance for size of the proposed commercial loading space, was completed a copy of which is attached hereto as Exhibit A and incorporated herein by this reference. No potential impacts were identified by the Initial Study.

SECTION 3. Based upon the foregoing the City Council of the City of Manhattan Beach certifies the proposed negative declaration of environmental impact and recommends that the City Council of the City of Manhattan Beach certify it as to the proposed zoning change and general plan amendments.

SECTION 4. Pursuant to Public Resources Code Section 21167 any action or proceeding to attack, review, set aside, void or annul this decision, or concerning any of the proceedings, acts, or determinations taken, done or made prior to such decision or to determine the reasonableness, legality or validity of any condition attached to this decision shall not be maintained by any person unless the action or proceeding is commenced within 30 days of the date of the filing of a

notice of determination of this decision with the County Clerk of Los Angeles County or, if no notice of determination is filed, within 180 days from the date of approval of the underlying decisions in this matter.

SECTION 5. This resolution shall take effect immediately. The City Clerk shall make this resolution readily available for public inspection within thirty (30) days of the date this resolution is adopted.

SECTION 6. The City Clerk shall certify to the adoption of this resolution and thenceforth and thereafter the same shall be in full force and effect.

PASSED, APPROVED and ADOPTED this 17th day of July, 2007.

Ayes:
Noes:
Absent:
Abstain:

Mayor, City of Manhattan Beach, California

ATTEST:

City Clerk

APPROVED AS TO FORM:

By

City Attorney

ORDINANCE NO. 2105

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF MANHATTAN BEACH, CALIFORNIA, APPROVING AN AMENDMENT TO THE CITY ZONING MAP AMENDING THE ZONING DESIGNATION FROM "RM" (RESIDENTIAL MEDIUM DENSITY) TO "CG" (GENERAL COMMERCIAL), FOR THE REAR 50 FEET OF THE PROPERTY LOCATED AT 1000 SEPULVEDA BOULEVARD IN THE CITY OF MANHATTAN BEACH (Manhattan Medical Building)

THE CITY COUNCIL OF THE CITY OF MANHATTAN BEACH, CALIFORNIA, DOES HEREBY ORDAIN AS FOLLOWS:

SECTION 1. The City Council hereby makes the following findings:

- A. The Planning Commission conducted public hearings on the proposed amendment on May 23, 2007 and June 27, 2007, and subsequently adopted Resolution No. PC 07-07, recommending the subject ordinance.
- B. A subsequent City Council public hearing was held; public testimony was invited and received on July 17, 2007.
- C. An Initial Study and Negative Declaration were prepared for a comprehensive office/retail, of which this proposal is a component, to address the potential environmental impacts, which might result from changing the land use designations for the property, pursuant to the California Environmental Quality Act (CEQA) and the City of Manhattan Beach CEQA Guidelines.
- D. The proposed revision is consistent with the goals and policies of the City of Manhattan Beach General Plan, specifically including the following:
 - LU-3.2: Encourage the use of the Sepulveda Boulevard Design Guidelines
 - LU-6.2: Encourage a diverse mix of businesses that support the local tax base, are beneficial to residents, and support the economic needs of the community.
 - LU-8.1: Encourage commercial uses serving a broad market area, including visitor-serving uses.

SECTION 2. The City Council of the City of Manhattan Beach hereby approves the proposed Amendment to the City Zoning Map by removing the "RM" zoning district designation, and establishing the "CG" Zoning District designation for the rear 50 feet of the subject property which is legally described as Lots 15, 16, 17, and 18, Block 7 of Tract 142, located at the northeast corner of Sepulveda Boulevard and 10th Street in the City of Manhattan Beach as depicted in Exhibit A (attached).

SECTION 3. If any sentence, clause, or phrase of this ordinance is for any reason held to be unconstitutional or otherwise invalid, such decision shall not affect the validity of the remaining provisions of this ordinance. The City Council hereby declares that it would have passed this ordinance and each sentence, clause or phrase thereof irrespective of the fact that any one or more sentences, clauses or phrases be declared unconstitutional or otherwise invalid.

SECTION 4. That the time within which judicial review of this ordinance maybe sought is not later than 90 days after the decision becomes final pursuant to California Code Section 65009.

SECTION 5. Any provisions of the Manhattan Beach Municipal Code, or appendices thereto, or any other ordinances of the City, to the extent that they are inconsistent with this ordinance, and no further, are hereby repealed.

SECTION 6. This notice shall be published by one insertion in The Beach Reporter, the official newspaper of the City, and this ordinance shall take effect and be in full force and operation thirty (30) days after its final passage and adoption.

SECTION 7. The City Clerk shall certify to the adoption of this ordinance; shall cause the same to be entered in the book of original ordinances of said City; shall make a minute of the passage and adoption thereof in the records of the meeting at which the same is passed and adopted; and shall within fifteen (15) days after the passage and adoption thereof cause the same to be published by one insertion in The Beach Reporter, the official newspaper of the City and a weekly newspaper of general circulation, published and circulated within the City of Manhattan Beach hereby designated for that purpose.

PASSED, APPROVED AND ADOPTED this 7th day of August, 2007.

Ayes:
Noes:
Absent:
Abstain:

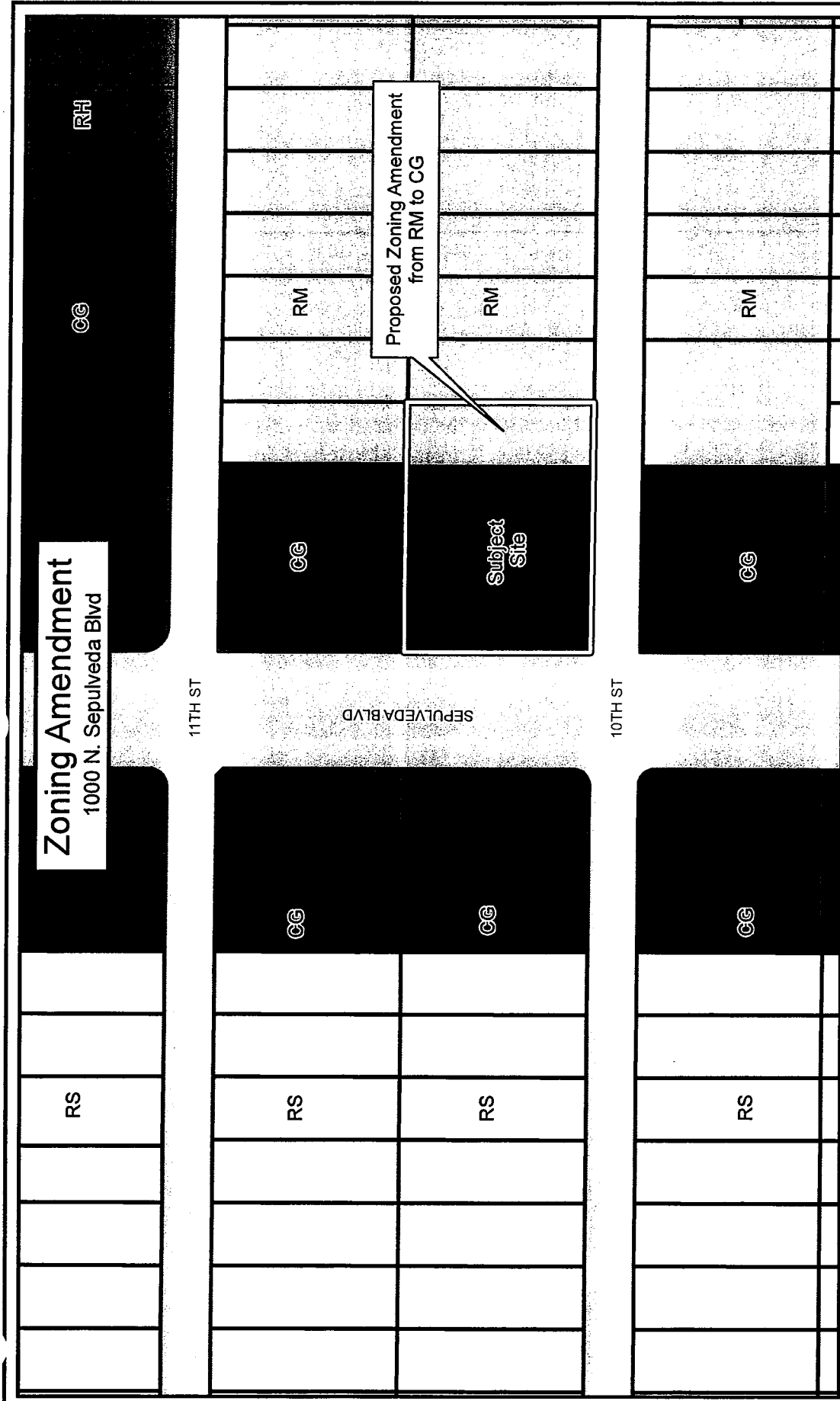
Mayor, City of Manhattan Beach, California

ATTEST:

City Clerk

APPROVED AS TO FORM:

By 
City Attorney



City of Manhattan Beach
Community Development

Exhibit A

0 50 100 200 Feet

Legend

- 1008 N. Sepulveda Blvd
- Parcels

Zoning

- CG - General Commercial
- RM - Residential Medium Density
- RS - Residential Single Family
- RH - Residential High Density

**CITY OF MANHATTAN BEACH
COMMUNITY DEVELOPMENT DEPARTMENT**

TO: Planning Commission

THROUGH: Richard Thompson, Director of Community Development

FROM: Daniel A. Moreno, Associate Planner

DATE: June 27, 2007

**SUBJECT: Consideration of a Proposed Mixed-Use Medical and Retail Commercial Development at 1000 Sepulveda Boulevard
(Manhattan Medical Center)**

RECOMMENDATION

Staff recommends that the Planning Commission **CONTINUE** the public hearing, **DISCUSS** the project and **ADOPT** the attached "draft" Resolutions **APPROVING** the subject request.

BACKGROUND

At the May 23, 2007 Planning Commission meeting staff presented a proposal which consisted of a request to allow the development of a mixed-use (office/retail) project. The site encompasses 28,053 square feet and is currently developed with a 5,400 square foot single story restaurant with outdoor patio area and 65 parking spaces. The front 138-feet of the site is currently zoned "CG" (Commercial General) and the rear 50-feet is zoned "RM" (Residential Medium Density). The Land Use Element of the City of Manhattan Beach General Plan designates the property as General Commercial and Medium Density Residential.

The project proposal consists of the demolition of all existing improvements and construction of a four level 25,350 square foot mixed use medical and retail uses (no residential), which includes 22,970 square feet of office medical condominium use; 665 square foot pharmacy and a 1,715 square foot coffee shop with outdoor patio area. The proposed uses are permitted in the CG zone; however, because the project exceeds more than 5,000 square feet of buildable floor area and more than 10,000 square feet of land area, and is requesting a parking reduction, a Use Permit approval is required. Along with the Use Permit application, the applicant also seeks approval of a zone change from "RM" to "CG" and a General Plan Amendment from Medium Density Residential to General Commercial for the rear 50-feet of the existing site' and a Variance approval for relief from a required 12' x 35' x 14' commercial loading space.

At this meeting, after opening the hearing and taking testimony, the Planning Commission passed a motion to continue the public hearing and continue the item to the June 27, 2007 Planning Commission meeting. Although the Commission expressed their appreciation for the design and layout of the proposed project, the Commission did continue the public hearing due to the following concerns:

- Location of commercial loading space
- Traffic signal on Sepulveda Blvd./10th Street
- Garage security
- Hours of operation
- Red curb on 10th Street

Staff provides the following information regarding the above items:

Commercial Loading Space

The original design called for the required 12' wide x 35' long x 14' high commercial loading space to be located in the back-up/access aisle of the upper level parking area adjacent to the 10th Street entrance area. Concerns were raised that this location would cause circulation, parking and safety issues and that a separate area should be set aside to provide this loading space.

The applicant has relocated the loading space in the same parking area but is designed to be located adjacent to the building away from the back-up/vehicle access area. This location will not conflict with parking demand for the site (See Sheet A-00.1, Site Plan – First Floor). However, this loading space is designed as 12' wide x 31' long which is 4-feet short of the required length. The applicant contends that with the proposed uses the types of deliveries will be minimal and not require large delivery trucks.

Staff Comments: Staff has evaluated the proposed location of the loading space and finds its location and design to be appropriate despite its reduced size. The proposed location is designed in a more practical area and would not decrease access to the site. Condition #18 of the 'Draft' Resolution prohibits larger delivery vehicles that cannot fit into the loading space after 7:30 a.m. daily. Additionally, no deliveries shall be permitted on Sundays and Holidays.

Traffic Signal on Sepulveda Boulevard/10th Street

The Commission expressed a concern that the proposed project has a cumulative impact with other projects at the intersection of Sepulveda Boulevard and 10th Street. They expressed a desire to have staff further study the feasibility of installing a traffic signal at this intersection as recommended in the submitted traffic report.

Staff Comments: In response to the Commission's concern the applicant has agreed to provide a fair-shared contribution towards a future study to determine the feasibility and impacts of a new traffic signal at the intersection of Sepulveda Boulevard and 10th Street (See Condition #19 of the 'Draft' Resolution). Should the study determine that a traffic signal is required; the applicant would be required to pay their fair share towards the installation. The City Traffic Engineer does not recommend that a traffic signal be installed at this time.

Garage Security

A concern arose from the public and the Commission regarding the parking structure remaining open on a 24-hour basis. They requested that the applicant look into restricting access to the garage after hours.

Staff Comments: In order to address the Commission's concern the applicant is proposing security gates at the two main entry points to the lower level parking areas (See Sheet A-00.1, Site Plan – Basement Level). Conditions numbers 20 through 24 of the 'Draft' Resolution provides detailed requirements for the operation of the lower level during non-business hours. Key or code controlled ingress would be provided at the gates including an intercom system to individual units should the visitor be allowed behind the gates. Automatic exiting using vehicle detection would also be provided when vehicles exit the parking areas.

Hours of Operation:

At the May 23, 2007 Planning Commission meeting, in response to a question from the Commission regarding the proposed hours of operation, the applicant requested hours of operation between the hours of 5:30 a.m. through 11:00 p.m. (seven days a week) for the coffee shop/retail use; 7:00 a.m. through 7:00 p.m. for the pharmacy, and from 7:00 a.m. through 7:00 p.m. for the office medical condominiums (Monday through Friday) and on Saturday from 8:00 a.m. through 2:00 p.m.

Staff Comments: Condition #17 of the 'Draft' Resolution address the hours of operation as requested by the applicant. Staff believes that these are reasonable operation hours for the proposed uses.

Red Curb on 10th Street

In addition to the concern about further studying the need for a traffic signal on Sepulveda Boulevard and 10th Street, the Commission discussed painting a "red" curb on 10th Street to ease traffic flow and restrict parking.

Staff Comments: Staff has discussed the issue with the City Traffic Engineer and has conducted a site visit to verify existing street restrictions. The northerly curb between the center driveway towards Sepulveda Boulevard is already painted "red" and would not change as a result of the proposed project. Staff feels that this portion of the curb must remain "red" to facilitate vehicle access and exiting for vehicles traveling westerly onto Sepulveda Boulevard. Staff points out that all vehicles exiting the site on 10th Street will be prohibited from turning left towards the residential neighborhood to alleviate traffic and safety concerns (See Condition #42 of 'Draft' Resolution).

At the May 23, 2007 Planning Commission meeting several people spoke in favor of granting the approval of the subject request, but raised concerns regarding security, reduction in parking and loading space, hours of operation, parking restriction on 10th Street, and the need for a traffic signal on Sepulveda Boulevard/10th Street, which have been addressed in the conditions of approval in the attached 'Draft' Resolution.

Attached for the Commission review are 'draft' Resolutions of approval and background information and minutes from the May 23, 2007, Planning Commission meeting.

Attachments:

Exhibit A – 'Draft' Resolution No. PC 07- (General Plan Amendment/Zone Change)

Exhibit B – 'Draft' Resolution No. PC 07- (Master Use Permit)

Exhibit C – Background Information, Staff Report, dated 10/25/06

Exhibit D – Planning Commission Minutes, dated 10/25/06

ManMedical1008SepBlvdPCMemo 6-27-07

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF MANHATTAN BEACH, CALIFORNIA, RECOMMENDING APPROVAL OF AMENDMENT NO. 2007-1 TO THE LAND USE POLICY MAP OF THE CITY OF MANHATTAN BEACH GENERAL PLAN AMENDING THE LAND USE DESIGNATION FROM "MEDIUM DENSITY RESIDENTIAL" TO "GENERAL COMMERCIAL"; AND, AMENDMENT TO THE CITY ZONING MAP AMENDING THE ZONING DESIGNATION FROM "RM" (RESIDENTIAL MEDIUM RESIDENTIAL) TO "CG" (GENERAL COMMERCIAL) FOR THE REAR 50-FEET OF THE PROPERTY LOCATED AT 1000 SEPULVEDA BOULEVARD IN THE CITY OF MANHATTAN BEACH
(Manhattan Medical Building)

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

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

- A. Pursuant to applicable law, the Planning Commission of the City of Manhattan Beach conducted public hearings on May 23, 2007 and June 27, 2007, to consider proposed amendments to the Land Use Policy Map of the City of Manhattan Beach General Plan, and City Zoning Map for the rear 50-feet of the subject property located at the northeast corner of Sepulveda Boulevard and 10th Street, legally described as Lots 15, 16, 17, and 18, Block 7 of Tract 142 as depicted in Exhibit A (attached).
- B. The public hearing was advertised pursuant to applicable law; testimony was invited, and received.
- C. The Amendment to the General Plan has been prepared in accordance with the provisions of Article 6, Section No. 65350, et. Seq. of the State of California Government Code. The proposed Amendment to the Zoning Map has been prepared in accordance with the provisions of Title 7, Division I, Chapter 4, Section No. 65853, et seq., of the State of California Government Code, and MBMC Section 10.96.060.
- D. The purpose of these Amendments is to provide for a revised land use designation for the rear 50-feet of the subject property, re-designating this portion of the site from "Residential Medium Residential" to "General Commercial" with respect to the General Plan and Zoning Map, which will allow the property to be developed commercially.
- E. The effect of the proposed amendment is to provide for the underlying General Plan and Zoning land use designations to accommodate a request to allow the development of a mixed use office/retail use for the site.
- F. The changes are consistent with the existing development patterns on the subject site and on the surrounding sites as the area has historically been, and is currently used as a commercial parking lot, which is also compatible with the property located south of the subject site..
- G. An Initial Environmental Study was prepared for the project in compliance with the provisions of the California Environmental Quality Act. Based upon this study it was determined that the proposal is not an action involving any significant impacts upon the environment, and a Negative Declaration has been prepared. The Negative Declaration is hereby approved on the basis that there is no substantial evidence that the project will have a significant effect on the environment.
- H. The subject land use re-designation for the project is consistent with the goals and policies of the City of Manhattan Beach General Plan specifically including the following:

'DRAFT' RESOLUTION NO. PC 07-

- LU-3.2: Encourage the use of the Sepulveda Boulevard Design Guidelines
- LU-6.2: Encourage a diverse mix of businesses that support the local tax base, are beneficial to residents, and support the economic needs of the community.
- LU-8.1: Encourage commercial uses serving a broad market area, including visitor-serving uses.

Section 2. The Planning Commission of the City of Manhattan Beach hereby recommends **APPROVAL** of the proposed Amendments to the Manhattan Beach General Plan Land Use Policy Map and City Zoning Map by removing the "Residential Medium Density" land use and "RM" zoning designation, for the rear 50-feet of the property located at the northeast corner of Sepulveda Boulevard and 10th Street, as depicted in Exhibit A (attached) in the City of Manhattan Beach.

I hereby certify that the foregoing is a full, true, and correct copy of the Resolution as adopted by the Planning Commission at its regular meeting of **June 27, 2007**, and that said Resolution was adopted by the following vote:

AYES:

NOES:

ABSTAIN:

ABSENT:

Richard Thompson
Director of Community Development

Sarah Boeschen
Recording Secretary

Attachments: Exhibit A – Map of Redesigned Property

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF MANHATTAN BEACH APPROVING A MASTER USE PERMIT AND PARKING REDUCTION, FOR A 25,350 SQUARE FOOT MEDICAL OFFICE, RETAIL, AND RESTAURANT CENTER, VARIANCE FOR SIZE REDUCTION FOR A COMMERCIAL LOADING SPACE, VESTING TENTATIVE TRACT MAP NO. 68175 FOR OFFICE CONDOMINIUMS, AND AN INITIAL STUDY AND NEGATIVE DECLARATION OF ENVIRONMENTAL IMPACTS, AT 1000 SEPULVEDA BOULEVARD

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

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

- A. The Planning Commission of the City of Manhattan Beach conducted public hearings pursuant to applicable law on May 23, 2007 and June 27, 2007, to consider applications for a Master Use Permit; reduction of parking requirements; Variance for a reduction in size of a commercial loading space, and Vesting Tentative Tract Map No. 68175, to allow construction of a 25,350 square foot mixed use medical office/retail/restaurant development; for the property legally described as Lots 15, 16, 17 and 18, Block 7, Tract 142, located at the northeast corner of Sepulveda Boulevard and 10th Street, at 1000 Sepulveda Boulevard in the City of Manhattan Beach.
- B. The public hearing was advertised pursuant to applicable law, testimony was invited and received.
- C. The applicant is 1008 Investment Group, LLC.
- D. The proposed uses are permitted in the CG (General Commercial) Zone subject to a Master Use Permit approval as the project exceeds more than 5,000 square feet of buildable floor area; more than 10,000 square feet of land area, and is requesting a Variance approval for a reduction in the size of a required commercial loading space. The applicant has also filed for a general plan amendment, and zone change for the rear 50 feet of the property, in conjunction with this project.
- E. An Initial Study was prepared in compliance with the provisions of the California Environmental Quality Act (CEQA). Based upon this study it was determined that the project is not an action involving any significant impacts upon the environment, and a Negative Declaration was prepared and is hereby adopted.
- F. The project will not individually nor cumulatively have an adverse effect on wildlife resources, as defined in Section 711.2 of the Fish and Game Code.
- G. The project will provide a maximum of thirty (30) commercial condominium units or less for individual ownership of varying sizes.
- H. The Planning Commission made the following findings with respect to this application:
 - 1. The project consists of a 25,350 square foot mixed use medical office/retail/restaurant structure, which includes 22,970 square feet of medical condominium offices, 665 square feet of pharmacy area or similar retail use, and 1,715 square feet of coffee shop or similar retail use which includes outdoor dining area.
 - 2. The project is located in Area District I and is zoned (CG) General Commercial. The uses are permitted by the zoning code and are appropriate as conditioned for the general commercial area. The properties to the north, south and west are similarly zoned; the properties to the east are zoned Residential Medium Density.

3. The General Plan designation for the front 138 feet of the property is General Commercial; the rear 50 feet of the property is designated as Medium Density Residential. The General Plan encourages commercial development such as this that provides for businesses which serve city residents.

Use Permit

1. The proposed project, with approval of the General Plan Amendment and Zone change for the rear 50 feet of the lot from Residential to Commercial, is located within the (CG) General Commercial district. The subject proposal would replace a former 5,400 square foot restaurant use and the business is in accord with the objectives of this title, and the purpose of the district in which it is located since the project is a commercial zone consistent with Section 10.16.010 of the Manhattan Beach Zoning Code which states that the district is intended to provide opportunities for commercial retail uses for a full range of retail and service businesses. With the exception of the number of required parking spaces and a smaller loading space, the subject proposal would be in compliance with all applicable regulations as detailed in the staff report.

Because the parking design includes mostly full-size parking spaces to facilitate parking access, a parking reduction was requested. A reduction of 4 parking spaces (from 124 to 120) is approved based on the proposed uses and a parking forecast analysis which indicates a maximum hourly demand of 109 spaces. Additionally, the probable long-term occupancy of the building, based on its design and proposed uses will not generate additional parking demand.

Therefore the Use Permit findings as required by MBMC Section 10.64.050 (B), Reduced Parking for Certain Districts and Uses, which allows a reduction in the number of parking spaces through a Use Permit, can be made as follows:

1. The parking demand will be less than the requirement for off-street parking regulations.
 2. The probable long-term occupancy of the building or structure, based on its design, will not generate additional parking demand.
2. The proposed office/retail building poses no detrimental effects to the public health, safety, or welfare of persons residing or working on the proposed project site, or to the adjacent neighborhood; and will not be detrimental to properties or improvements in the vicinity or to the general welfare of the city as the site continues to operate as a commercial use. The new use is intended to provide a better variety of services to the community.

The proposed location of the use and the proposed conditions under which it will be operated or maintained will be consistent with the General Plan, since the project site, with the General Plan Amendment and Zone Change, is classified as General Commercial which allows for a full range of retail and service businesses.

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

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

Goal LU-2.1: Encourage landscaping standards for commercial areas.

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

Goal LU-3.2: Encourage the use of Sepulveda Boulevard Corridor Guidelines.

Goal LU-5.1: Require the separation or buffering of residential areas from businesses which produce noise, odors, high traffic volumes, light or glare, and parking through the use of landscaping, setbacks, or other techniques.

Goal LU-5.4: Discourage the outdoor commercial use of property adjacent to a residential neighborhood.

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

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

3. The proposed medical office/retail uses on the existing site will be in compliance with applicable provisions of the (CG) General Commercial zone.
 4. The proposed change in use from a restaurant to a medical office/retail/restaurant use will not adversely impact nearby properties due to landscaping, screening, setbacks, and the site design and layout of the parking, access and circulation, loading and trash, as well as the conditions of approval. The proposed change in use will increase the parking demand; however it will be accommodated as part of the proposed project design. It is not anticipated that the proposed office/retail uses will exceed the capacity of public services and facilities. Minor comments from the Building Division, Fire Department, Police Department, Engineering and Public Works Department will be addressed during regular plan check.
- I. The project shall be in compliance with following Sepulveda Corridor Design Guideline Goals:
- Establish standards for low-rise commercial arterial development such as retail/office uses.
 - Based on the building design restrict the height limit.
 - Provide, when possible, a right-turn deceleration pocket on Sepulveda Boulevard to improve safety and circulation.
 - Buildings, storefronts, and windows should be oriented toward Sepulveda Boulevard when possible. Site and building design should focus and relate to the street and create a more attractive, comfortable and interesting environment for the Boulevard.
 - Visually less desirable elements such as large parking areas, parking structures, vehicle service areas, blank walls, storage areas, and trash areas should be hidden or made less prominent along Sepulveda Boulevard.
 - The building design should take into consideration extreme noise, and odor generating activities near residential boundaries.
 - Safe pedestrian access to buildings should be provided through parking lots, particularly from public sidewalks.
 - Landscaping should enhance the property with the following: 1) install landscaping in areas that would otherwise be unused pavement, 2) use landscape planters and other decorative treatments around buildings to avoid direct building-to-asphalt contact areas, and 3) provide tree-lined landscape buffers in parking lots along residential boundaries.
 - Proposed signs and sign copy should be compatible with their related building(s) and not be crowded within their locations or backgrounds. Harsh plastic or illuminated backgrounds should be avoided.

Additionally, the project will satisfy the Sepulveda Corridor requirements for the following reasons:

- The proposed structure is designed to create minimal bulk and impact on the neighboring residential area by providing adequate open space for light, air and fire safety through increased setbacks and innovative building design.

- The proposed project includes convenient off-street parking facility which is enhanced by an effective on-site traffic circulation system.
 - The efficiently designed parking areas are comprised mostly of full size parking spaces (except 3-compact spaces which are 8-feet wide and 19-feet in length), which provides ample covered parking and excellent vehicular flow that minimizes impact to the adjacent residential neighborhood.
- J. A variance for a modification from the standards that require a commercial loading space, MBMC Section 10.64.030, Schedule B: Loading Spaces, that requires medical offices buildings between 15,001 to 50,000 square feet (Use Classification Group 1) provide one (1) 12' wide x 35' long x 14' high commercial loading space, is approved based on the following facts and findings per MBMC Section 10.84.060 (B):
1. Because of special circumstances or conditions applicable to the subject property including narrowness and hollowness or shape, exceptional topography, or the extraordinary or exceptional situations or conditions, strict application of the requirements of this title would result in peculiar and exceptional difficulties to, or exceptional and/or undue hardship upon the owner of the property, since the proposed uses and the types of deliveries tend to be small and the commercial deliveries that are expected to occur will be minimal and strict application of the requirement for the type of uses is not practical and would decrease access to the site, and therefore one smaller commercial loading space, 12' wide x 31' long x 14' high is acceptable.
 2. The relief may be granted without substantial detriment to the public good; without substantial impairment of affected natural resources; and not be detrimental or injurious to property or improvements in the vicinity of the development site, or to the public health, safety or general welfare, since the requirement would force the applicant to devote the entire upper parking area to a commercial loading space as the depth requirement of 35-feet would render the lower portion inaccessible to commercial deliveries, and the loading space cannot be incorporated in the lower parking area, and therefore, would restrict the loading space above grade which would impede accessibility and force all handicap access via the elevator through the garage.
 3. Granting the application is consistent with the purposes of this title and will not constitute a grant of special privilege inconsistent with limitations on other properties in the vicinity and in the same zoning district and area district, since the use does not require large delivery trucks, and deliveries can be accommodated with smaller delivery type of vehicles that will not conflict with parking demand on the site.
- K. The project shall be in compliance with applicable provisions of the Manhattan Beach Municipal Code.
- L. This Resolution upon its effectiveness constitutes the Master Use Permit for the subject project.

SECTION 2. The Planning Commission of the City of Manhattan Beach hereby **APPROVES** the subject Master Use Permit, Variance and Vesting Tentative Tract Map No. 68175, and Negative Declaration subject to the following conditions:

Site Preparation/Construction

1. The project shall be constructed and operated in substantial conformance with the submitted plans and project description submitted to, and approved by the Planning Commission on June 27, 2007. Any other substantial deviation from the approved plans must be reviewed and approved by the Planning Commission.
2. The project will provide 120 on-site parking spaces which includes; 9 disabled parking spaces, 3 modified compact spaces (8' x 18'), commercial loading space (12' x 31' x 14') and 108 full-size spaces.

3. A Traffic Management Plan shall be submitted in conjunction with all construction and other building plans, to be approved by the Police and Public Works Departments prior to issuance of building permits. The plan shall provide for the management of all construction related traffic during all phases of construction, including delivery of materials and parking of construction related vehicles.
4. All electrical, telephone, cable television system, and similar service wires and cables shall be installed underground to the appropriate utility connections in compliance with all applicable Building and Electrical Codes, safety regulations, and orders, rules of the Public Utilities Commission, the serving utility company, and specification of the Public Works Department.
5. During building construction of the site, the soil shall be watered in order to minimize the impacts of dust on the surrounding area.
6. The sitting of construction related equipment (job site offices, trailers, materials, etc) shall be subject to the approval from the Director of Community Development prior to the issuance of any building permits.
7. Any future change from office/retail uses shall be reviewed by the Traffic Engineer for consistency with the approved Parking Demand Study to ensure compliance with parking requirements.
8. A site landscaping plan utilizing drought tolerant native plants shall be submitted for review and approval concurrent with the building permit application. All plants shall be identified on the plan by the Latin and common names. The current edition of the Sunset Western Garden Book contains a list and description of drought tolerant plants suitable for this area.
9. A low pressure or drip irrigation system shall be installed in the landscaped areas, which shall not cause any surface run-off. Details of the irrigation system shall be noted on the landscape plans. The type and design shall be subject to the approval of the Public Works and Community Development Departments.
10. A covered enclosure(s) with adequate capacity for both trash and recycling for all tenants shall be constructed for this site. This trash enclosure must be constructed with a concrete, asphalt, or similar base and must have drainage to the sanitary sewer system. The enclosure is subject to specifications and approval of the Public Works Department, Community Development Department, and the City's waste contractor. A trash and recycling plan shall be required by the Public Works Department.
11. Management of the retail uses shall police the property and all areas immediately adjacent to the businesses during the hours of operation to keep it free of litter.
12. The operator of the pharmacy and coffee shop shall provide adequate management and supervisory techniques to prevent loitering and other security concerns outside the subject business.
13. The property owner(s) shall be responsible for prohibiting employees from parking personal vehicles on the surrounding public streets. Owners and employees must park on-site while visiting the site.
14. All signs shall be in compliance with the Sign Code. A comprehensive sign program must be submitted to the Community Development Department for review and approval prior to the issuance of a building permit.
15. The applicant shall submit a lighting and photometric plan which shows the location of the proposed light pole and maximum foot candles prior to the issuance of a building permit. These plans shall be in compliance with all provisions of the

parking lot lighting regulations. Due the proximity of the proposed project to the residential properties to the east, the maximum pole heights shall not exceed 20 feet. Security lighting for the site shall be provided in conformance with Municipal Code requirements including glare prevention design.

16. The hours of operation for the proposed uses shall be as follows:

Medical Office Uses:	7:00 a.m. – 7:00 p.m. Monday through Friday
	8:00 a.m. – 2:00 p.m. Saturday
Pharmacy Use:	7:00 a.m. – 7:00 p.m. Monday through Friday
Coffee Shop/Retail Use	5:30 a.m. – 11:00 p.m. Seven days a week

17. Delivery hours for any vehicle that cannot fit into the loading space (i.e. longer than 30 feet) shall be prohibited after 7:30 a.m. daily. No deliveries shall be permitted on Sundays and Holidays.

Parking Related Conditions

18. The developer shall provide a fair-share contribution towards a future traffic study to determine the feasibility and impacts of a new traffic signal at Sepulveda Boulevard and 10th Street. If a signal is determined to be required, the applicant shall be required to pay for their fair share towards the installation.
19. A Parking Management Plan shall be submitted for approval by the City Traffic Engineer prior to issuance of building permits. The plan shall consist, at a minimum, of time-limit parking restrictions for customer use, designated areas for employees and customers use, details of security gate locations, specifications, hours of operation, and an override of any restricted or gated areas during peak or other designated periods. This Plan shall include provisions for closing and securing parking areas, particularly the lower level of the parking structure, after hours. All required measures shall be installed per the approved plan prior to occupancy.
20. The lower parking area shall remain unrestricted for all users during business hours. All parking spaces on the upper surface lot shall be reserved for visitor/customer use only. There shall be no assigned parking for anyone associated with the commercial uses. Employees and tenants shall be encouraged to park in the lower parking area. At no time shall the employees or visitors be charged for parking.
21. Each parking level driveway entrance shall provide signage to direct motorists to the designated parking areas for that level (i.e. customers, patients and employees). The entrance to each patient/customer parking area shall provide directional signage for the designated parking area.
22. At least one vehicle must be able to queue outside the proposed security access gates in both directions without blocking the sidewalk.
23. Key or code controlled ingress must be provided at any gate, including an intercom system connected to individual units if visitor/customer parking is allowed behind the gate. Automatic exiting using vehicle detection must be provided when vehicles leave the gated area. Details shall be provided as part of the Parking Management Plan.
24. Slopes and transitions for all vehicle ramps shall not exceed 15 percent grade and shall conform to City standards, subject to City review and approval. All ramps over 8 percent grade must include transition slopes at the beginning and end of the ramp and must meet the required slope setbacks behind the property line. Show slopes and cross-sections on approved plans.

'DRAFT' RESOLUTION NO. PC 07-

25. Convex mirrors or other sensing device shall be used on all vehicle ramp corners to warn drivers of vehicles approaching in opposite directions.
26. Parking stall cross-slope shall not exceed 5%.
27. All two-way driveways and approaches shall be as wide as the aisle it serves. Both driveway approaches for the project must be at least 25 feet wide.
28. Any two-way aisles or ramps adjacent to a wall or obstruction must be at least 22 feet wide.
29. Staircases shall not exit directly onto a vehicle aisle or street without a landing.
30. Provide unobstructed triangle of sight visibility (5' x 15') adjacent to each driveway and behind the ultimate property line when exiting the parking areas without wall, columns or landscaping over 36 inches high (MBMC 10.64.150). All planters next to both driveways must conform to this requirement. Note that total height of planter and landscaping shall not exceed 36 inches high.
31. No portion of a column may encroach into the minimum parking stall dimensions. Column placement must be at least 2 feet inside the end of stall and not obstruct vehicle door opening. Alternately, the parking stall may be at least one foot wider than a standard space (MBMC 10.64.100).
32. All parking spaces adjacent to an obstruction, except columns located as specified in condition #32, must be at least one foot wider than a standard space.
33. Wheel stops are necessary for all parking spaces inside a parking lot or structure except those spaces abutting a masonry wall or protected by a 6-inch high planter curb (MBMC 10.64.100 D).
34. Provide height clearance signs and clearance warning bar for subterranean parking area at entrance to level.
35. All unused driveways shall be reconstructed with curb, gutter and sidewalk.
36. Provide and identify the commercial loading area on site plan and label with approved signage.
37. Doors and gates along property frontages shall not open across the public right-of-way.
38. Any compact spaces shall be labeled with a sign and a stencil marking at the back of each space.
39. All wall extensions at the end of each ramp must be removed to maximize driver/pedestrian visibility.
40. The driveway on Sepulveda Boulevard shall be restricted to Right Turn In/Right Turn Out and posted with signs as directed by the City Traffic Engineer and Caltrans.
41. Outbound traffic at the driveway at 10th Street shall be restricted to Right Turn Out only and posted with signs as directed by the City Traffic Engineer.
42. Bicycle parking shall be provided at a rate of five percent (5% - 6 spaces) of all parking spaces (MBMC 10.64.80). Location shall be shown on the plans subject to Planning review and approval.

Public Works Requirements

43. All landscape irrigation backflow devices must meet current City requirements for proper installation.
44. No discharge of construction wastewater, building materials, debris, or sediment from the site is permitted.
45. A property line cleanout must be installed on the sanitary sewer lateral (See City Standard Plan ST-5). Cleanout must be added to the plumbing plan.
46. A backwater valve is required on the sanitary sewer lateral if the discharges from fixtures with flood level rims are located below the next upstream manhole cover of the public sewer and must be shown on plans if applicable (See City Standard Plan ST-24).
47. If an existing sewer lateral is used, it must be televised to check its structural integrity. The tape must be made available for review by the Public Works Department. The Public Works Department will review the tape and determine at that time if the sanitary sewer lateral needs repairing, replacing, or that it is structurally sound and can be used in its present condition. The lateral must not be cleaned before it is video taped.
48. Required mop sinks must be installed and shown on the plumbing plans.
49. Commercial enterprises must comply with the National Pollution Discharge Elimination System (NPDES) clean water requirements. Discharge of mop water, floor mat washing, and trash can cleaning and washing out trash enclosures into the street or storm drain system is prohibited. M.B.M.C. 5.84.060, 5.84.090.
50. Any unused water or sanitary sewer laterals must be shown on the plans and abandoned at the City main.
51. A grease interceptor must be installed and placed into a maintenance program with regular inspections and removal of grease buildup.
52. All trash enclosures shall be enclosed, have a roof, built in such a manner that stormwater will not enter, and a drain installed that empties into the sanitary sewer system. Floor drain or similar traps directly connected to the drainage system shall be provided with an approved automatic means of maintaining their water seals. See 1007.0 Trap seal Protection in the Uniform Plumbing Code. Contact the City's refuse contractor for sizing of the enclosure. Drawings of the trash enclosure must be on the plan, and must be approved by the Public Works Department before a permit is issued. See Standard Plan ST-25. Trash pick-up shall be from Sepulveda Boulevard and not 10th Street.
53. Commercial establishments are required, in accordance with Municipal Code 5.24.030 (C)(2) to have a sufficient refuse and recycling storage space to enclose a commercial lift container(s). The refuse storage space or facility must be screened from public view and be either constructed within the building structure or in a screened enclosure on private property.
54. Sidewalk, driveway, curb, and gutter repairs or replacement must be completed per Public Works Specifications. See City Standard Plans ST-1, ST-2, and ST-3. The plans must have a profile of the driveway, % of slope on driveway, and driveway elevations. In the case where the garage level is below the street drainage flow lines, the combined slope of public and private approach shall not exceed 15%.
55. Weekly sweeping will be required for all parking areas.

'DRAFT' RESOLUTION NO. PC 07-

56. A disabled access ramp must be installed on the public sidewalk, See City Standard Plan ST-9. Ramp must be shown on plans.
57. The sidewalk must be replaced from the north property line to the south property line on Sepulveda and from the west to the east property line on 10th Street and shown on the plans.
58. Backflow preventers for fire and domestic water services must be installed per Public Works Department requirements.
59. Water meters shall be placed near the property line and out of the driveway approach whenever possible. Water meter placement must be approved by the City and shown on the plans, and all utility meters screened from view.
60. If the water meter box is replaced, it must be purchased from the City, and must have a traffic rated lid if the box is placed in the driveway.
61. Erosion and sediment control devices BMPs (Best Management Practices) must be implemented around the construction site to prevent discharges to the street and adjacent properties. BMPs must be identified and shown on the plan. Control measures must also be taken to prevent street surface water entering the site.
62. Any new storm water, nuisance water, etc. drain lines installed within the street right of way must be constructed of ductile iron pipe. Drains must be shown on plans.
63. Enclosed parking area drains must be connected to oil water separators/clarifiers, and drain into the sanitary sewer system. Storm water must not enter the enclosed parking areas. Details must be shown on plans and approved by the Public Works Dept.
 - a. The on site operator must maintain a log of weekly measurements of the amount of material in the clarifier.
 - b. The log of measurements must be available for review by City employees during business hours.
 - c. If the clarifier is not connected to the sanitary sewer, the clarifier must be pumped and maintained promptly, but in no more that 72 hours following any measurement showing that the tank is filled to 75% of capacity. In no event shall the clarifier be pumped and maintained less frequently than once quarterly.
 - d. City staff must be allowed to inspect the clarifier at reasonable times for compliance.
 - e. Proof of adequate maintenance of the clarifier and proper disposal of the contaminated silt is required, and must be sent to the City of Manhattan Beach on a quarterly basis.
64. If any parkway trees are removed, they must be replaced with trees selected from the City's approved parkway tree list, and planted in root barrier boxes. Any new tree in the Caltrans right-of-way requires Caltrans approval.
65. This project must meet construction and post construction SUSMP requirements.
66. Plan holder must have the plans rechecked and stamped for approval by the Public Works Department before the building permit is issued

Building Division

67. All paths of travel areas for the project shall meet the Disabled Access requirements.

68. All work shall comply with the 2001 California Codes which includes: 2004 California Electrical Code, 2001 Building Code, 2001 Mechanical Code and 2001 Plumbing Code.

Fire Department

69. All food heat-processing equipment that produces grease-laden vapors shall have hood, duct and fire extinguishing systems according to 2001 California Fire Code Section 1006.

Procedural

70. *Interpretation.* Any questions of intent or interpretation of any condition will be resolved by the Planning Commission.
71. *Terms and Conditions are Perpetual.* These terms and conditions shall be perpetual, and it is the intention of the Director of Community Development and the permittee to bind all future owners and possessors of the subject property to the terms and conditions.
72. *Effective Date.* This Resolution shall become effective when all time limits for appeal as set forth in MBCM Section 10.100.030 have expired.
73. This Use Permit shall lapse three years after its date of approval, unless implemented or extended pursuant to 10.84.090 of the Municipal Code.
74. The applicant agrees, as a condition of approval of this project, to pay for all reasonable legal and expert fees and expenses of the City of Manhattan Beach, in defending any legal actions associated with the approval of this project brought against the City. In the event such a legal action is filed against the project, the City shall estimate its expenses for the litigation. Applicant shall deposit said amount with the City or enter into an agreement with the City to pay such expenses as they become due.

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

I hereby certify that the foregoing is a full, true, and correct copy of the Resolution as adopted by the Planning Commission at its regular meeting of **June 27, 2007** and that said Resolution was adopted by the following vote:

AYES:

NOES:

ABSTAIN:

ABSENT:

Richard Thompson
Secretary to the Planning Commission

Sarah Boeschen
Recording Secretary

ResMUP-Var-6-27-07

**Zoning Map and
General Plan
Amendment**
1000 N. Sepulveda Blvd

RH

CG

11TH ST

SEPULVEDA BLVD

10TH ST

Zoning Map and
General Plan Amendment
from RM to CG

RM

150'

Subject
Site

50'

RM

CG

CG

RS

CG

RS

CG

RS

Legend

1000 N. Sepulveda Blvd

Parcels

Zoning

CG - General Commercial

RM - Residential Medium Density

RS - Residential Single Family

RH - Residential High Density

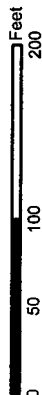
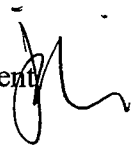


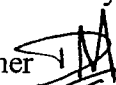
Exhibit A

**City of Manhattan Beach
Community Development**

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

TO: Planning Commission

FROM: Richard Thompson, Director of Community Development 

BY: Daniel A. Moreno, Associate Planner 

DATE: May 23, 2007

SUBJECT: Consideration of a Proposed Mixed-Use 30-unit MEDICAL and RETAIL COMMERCIAL DEVELOPMENT at 1008 Sepulveda Boulevard

RECOMMENDATION

Staff recommends that the Planning Commission **CONDUCT** the public hearing, **DISCUSS** the project and **DIRECT** staff as determined to be appropriate.

APPLICANT

1008 Investment Group, LLC
1001-6th Street
Manhattan Beach, Ca. 90266

BACKGROUND

On January 19, 2007 an application was received by the Community Development Department for the property located at 10th Street and Sepulveda Boulevard. The applicant seeks entitlements to allow the development of a mixed-use (office/retail) project. The site encompasses 28,053 square feet and is currently developed with a 5,400 square foot single story restaurant with outdoor patio area and 65 parking spaces. The front 138-feet of the site is currently zoned "CG" (Commercial General) and the rear 50-feet is zoned "RM" (Residential Medium Density). The Land Use Element of the City of Manhattan Beach General Plan designates the property as General Commercial and Medium Density Residential.

The project proposal consists of the demolition of all existing improvements and construction of a four level 25,350 square foot mixed use medical and retail uses (no residential), which includes 22,970 square feet of office medical condominium use; 665 square foot pharmacy and a 1,715 square foot coffee shop with outdoor patio area. The proposed uses are permitted in the CG zone; however, because the project exceeds more than 5,000 square feet of buildable floor area and more than 10,000 square feet of land area, and is requesting a parking reduction, a Use Permit approval is required. Along with the Use Permit application, the applicant also seeks approval of a zone change from "RM" to "CG" and a General Plan Amendment from Medium Density Residential to General Commercial for the rear 50-feet of the existing site' and a Variance approval for relief from a required 12' x 35' x 14' commercial loading space.

PROJECT OVERVIEW

LOCATION

Location: 1008 Manhattan Beach Boulevard located at the northeast corner of Sepulveda Boulevard and 10th Street (see Site Location Map, Exhibit A)

Legal Description: Lots 15, 16, 17, and 18, Block 7 of Tract 142, in the City of Manhattan Beach

Area District: I (Sepulveda Corridor)

LAND USE

General Plan: General Commercial (front 138 feet)
Medium Density Residential (rear 50 feet)

Zoning: CG, General Commercial/RM, Residential Medium Density

Land Use:

<u>Existing</u>	<u>Proposed</u>
5,400 sq. ft.	22,970 (office area)
(Restaurant)	665 sq. ft. (pharmacy)
	<u>1,715</u> sq. ft. (coffee shop)
	25,350 total area

Neighboring Zoning/Land Uses:

North,	CG, General Commercial (Care Station/Little Co. of Mary)
East,	RM, Residential Medium Density
South, across 10 th Street	CG, General Commercial (Szechwan Rest./Back Home to LaHaina Rest.)
West, across Sep. Blvd.	CG, General Commercial (Corner Cottage, United States Postal Service, Thai Dishes Restaurant)

PROJECT DETAILS

	<u>Proposed</u>	<u>Allowed/Required</u>
<u>Parcel Size:</u>	28,053 sq. ft. (After 12' street dedication)	5,000 sq. ft. min.

<u>Building Area:</u>	<u>Proposed</u> 25,350 sq. ft. (.60)	<u>Allowed/Required</u> 42,080 sq. ft. (Lot area x 1.5)
<u>Building Height:</u>	137.00'	137.20'
<u>Parking:</u>	116 spaces	127 spaces
<u>Building Setbacks:</u>		
North,	5'-11'	0'
East,	32.50'-41.50'	0'
South,	6.50'-15'	0'
West,	2'-5'	0'
<u>Landscape Area:</u>	3,593 sq. ft. (12.80% of lot area)	2,244 sq. ft. (8% of lot area)
<u>Vehicle Access:</u>	1- Sepulveda Blvd. 1-10 th Street	n/a
<u>Signage:</u>	67.50 sq. ft. (All wall signs)	376 sq. ft.
<u>Hours of Operation:</u>		
Office/Medical	8:00 a.m.-6:00 p.m. (Mon.-Fri.)	
Pharmacy	(None proposed)	
Coffee Shop	(None proposed)	

* The maximum allowable building height elevation was calculated using the four corner elevations of the property of 100.04' (N/W); 107.70' (average of 106.00/109.40 S/W); 117.36' (S/E); and 103.70 (N/E). These elevations will be verified during the plan check process.

ENVIRONMENTAL DETERMINATION

An Initial Study and Negative Declaration have been prepared in accordance with the California Environmental Quality Act (CEQA), as modified by the Manhattan Beach CEQA Guidelines, finding that the proposed project will not have a significant adverse impact upon the environment (attached, Exhibit B).

DISCUSSION

The preliminary site plan (Exhibit H) shows the proposed building to be located at the front of the property along Sepulveda Boulevard, as recommended by the Sepulveda Boulevard Development Guidelines. The applicant is seeking approval for a medical office/retail use that is designed to meet the needs of the local community.

The project is designed as a single building: with an office medical condominium concept providing thirty (30) individual ownership of varying size office spaces. The applicant is also proposing two retail uses which include a 665 square foot pharmacy and a 1,715 square foot retail coffee shop in recognition of the City desire to maintain a retail component which would replace a restaurant use which supported local tax base and the economic needs of the community.

The project conforms to the City's requirements for use, height, landscaping, and floor area. No setbacks are required in the CG zone. The project issues that warrant discussion include parking reduction, compatibility of proposed uses, hours of operation, delivery hours and Sepulveda Corridor Guidelines.

Land Use Compatibility

The existing parcel, which is under a single ownership, consists of a single lot located on the northeast corner of Sepulveda Boulevard and 10th Street along the Sepulveda Commercial Corridor. The first 138 feet of the lot is zoned (CG) General Commercial and the rear 50 feet is zoned (RM) Residential Medium Density. The entire site has been used historically for commercial use which has included several restaurant uses. The rear 50 feet has been used to meet the parking requirement for the restaurant uses.

The properties to the north, south and west are similarly zoned (CG) General Commercial, while the properties to the east are zoned Medium Density Residential. The property to the north is developed with the Little Company of Mary Care Station; the property to the south is developed with both the "Szechwan" and "Back Home in LaHaina" restaurants; the properties to the west across Sepulveda Boulevard are developed with the Corner Cottage retail store, the United States Postal Service and Thai Dishes Restaurant, and the properties to the east are developed with one and two story duplex units.

Street Dedication/Corner cut-off

In 1986, as part of a building expansion and remodel of the then existing restaurant, the project was required to dedicate a 12-foot strip of land along Sepulveda Boulevard for future street widening and a 25-foot property line corner radius at the intersection of Sepulveda Boulevard and 10th Street. As a result of these dedications the parcel size is now 149.92' wide (Sepulveda Boulevard) x 188' in length (10th Street) and contains approximately 28,053 square feet of lot area.

Traffic/Circulation/Site Access

The site is a triangular shape located on the northeast corner of Sepulveda Boulevard and 10th Street. Proposed site access for the commercial development is provided from two driveway locations along 10th Street and Sepulveda Boulevard.

A Traffic and Parking Study for the project, dated April 9, 2007, was prepared by Linscott, Law and Greenspan (attached Exhibit C). The purpose of this study was to evaluate the potential traffic impacts of the proposed project on the streets and intersections within the vicinity of the site. The report is intended to address the City's

requirements as well as the traffic impact assessment guidelines set forth in the 2004 Congestion Management Program (CMP) for Los Angeles County. The following intersections were studied:

- Sepulveda Boulevard at Manhattan Beach Boulevard
- Sepulveda Boulevard at 10th Street
- Sepulveda Boulevard at 8th Street
- Sepulveda Boulevard at 2nd Street
- Poinsettia Avenue at 10th Street
- Meadows Avenue at 10th Street

This evaluation identified three study intersections which currently operate at Level of Service (LOS) D or better during the AM and PM peak hours. The remaining intersections of Sepulveda Boulevard at Manhattan Beach Boulevard and 10th Street currently operate at LOS F for the AM peak, and LOS F for the PM peak. The intersection of Sepulveda Boulevard at 2nd Street currently operates at LOS E for the AM peak and LOS D for the PM peak.

The Traffic Impact Study prepared by Linscott, Law and Greenspan was found to be complete and satisfactory by the City Traffic Engineer. The study also considered left turn exiting the project driveway on 10th Street and if the project is conditioned to prohibit outbound left turns, a small percentage of traffic would be redirected away from the residential neighborhood which would incrementally impact the intersection of Sepulveda Boulevard at 10th Street. A condition should be imposed to have the developer provide a fair-share contribution towards a future traffic study to determine the feasibility and possible adverse affects of a new traffic signal at this location.

The result of the traffic analysis found that the proposed project will not significantly impact any of the six key study intersections, when compared to the City of Manhattan Beach LOS (Level of Service) standards and significant impact criteria specified in the report.

Sepulveda Corridor Guidelines

Sepulveda Boulevard is the only State Highway in Manhattan Beach and as a major transportation corridor it functions as a commercial corridor. With the heavy traffic volumes and associated noise impacts, adequate buffering of the residential uses behind Sepulveda Boulevard from such impacts is important. The scale and character of commercial development along this corridor is as important and for these reasons the City adopted the "Sepulveda Corridor Design Guidelines" (attached, Exhibit D) to provide a framework for future development along this corridor.

The goals of the guidelines are as follows:

- Establish standards for low-rise commercial arterial development such as retail/office uses.
- Based on the building design restrict the height limit.

- Provide, when possible, reciprocal vehicle access between neighboring sites within the same block.
- Provide, when possible, a right-turn deceleration pocket on Sepulveda Boulevard to improve safety and circulation.
- Buildings, storefronts, and windows should be oriented toward Sepulveda Boulevard when possible. Site and building design should focus and relate to the street and create a more attractive, comfortable and interesting environment for the Boulevard.
- Visually less desirable elements such as large parking areas, parking structures, vehicle service areas, blank walls, storage areas, and trash areas should be hidden or made less prominent along Sepulveda Boulevard.
- The building design should take into consideration extreme noise, and odor generating activities near residential boundaries.
- Safe pedestrian access to buildings should be provided through parking lots, particularly from public sidewalks.
- Landscaping should enhance the property with the following: 1) install landscaping in areas that would otherwise be unused pavement, 2) use landscape planters and other decorative treatments around buildings to avoid direct building-to-asphalt contact areas, and 3) provide tree-lined landscape buffers in parking lots along residential boundaries.
- Proposed signs and sign copy should be compatible with their related building(s) and not be crowded within their locations or backgrounds. Harsh plastic or illuminated backgrounds should be avoided.

The applicant has made substantial efforts to address the Sepulveda Boulevard Development Guidelines. The aesthetic oriented guidelines generally favor building/store frontages oriented toward Sepulveda, as opposed to vehicle dominated frontages. A pedestrian entry path is provided from the Sepulveda Boulevard sidewalk and 10th Street (see attached site plan).

The building, storefront, windows and pedestrian entrance as designed will be oriented towards Sepulveda Boulevard as recommended by the guidelines. The trash area would be housed and located on the northwesterly side of the building at the lower level parking area for easy access and pick-up.

Most of the parking area is located below grade or on street level adjacent to 10th Street which is a less prominent location as recommended by the Sepulveda Corridor Guidelines. The applicant will provide colored elevations and materials details/boards for review by the Planning Commission at tonight's meeting.

Driveway access for the former restaurant use consisted of three driveways; two on 10th Street and one on Sepulveda Boulevard. The proposed project traffic circulation will eliminate the easterly most driveways on 10th street to reduce impacts to the adjacent residential properties to the east. The remaining driveway on 10th Street will be more centrally located to ease access to surface and lower level parking areas. The proposed

driveway access on Sepulveda Boulevard will access a lower level, semi-subterranean parking area.

The applicant's project narrative (attached, Exhibit E) states that the project will satisfy the Sepulveda Corridor requirements for the following reasons:

- The proposed structure is designed to create minimal bulk and impact on the neighboring residential area by providing adequate open space for light, air and fire safety through increased setbacks and innovative building design.
- The proposed project includes convenient off-street parking facility which is enhanced by an effective on-site traffic circulation system.
- The efficiently designed parking areas are comprised of full size parking spaces, which provides ample covered parking and excellent vehicular flow that minimizes impact to the adjacent residential neighborhood.

Landscaping

Municipal Code Section 10.16.030, Minimum Site Landscaping, requires that a minimum of 8% of planting area or 2,244 square feet be provided for the site based on the lot area of 28,053 square feet. The submitted site plans shows that 3,593 square feet (or 12.80%) will be provided and distributed throughout the site. Code Section 10.60.070 (D), Design Standards, additionally requires that parking lots adjoining street property lines up to 100 feet in length shall have a 3-foot perimeter landscaping area buffer and 3 feet when adjoining the residential district to the rear.

Although no setbacks are required for the proposed building, the project is designed to provide landscape buffers on all sides of the building including a 3-foot wide landscape buffer on Sepulveda Boulevard; a five-foot wide buffer along the northerly property line; an 8-foot landscape buffer along the easterly property line (adjacent to the residential properties); and a 5-15 foot buffer on the southerly property line adjacent to 10th Street (see attached Site Plan).

The existing restaurant parking area currently abuts the neighboring residential property to the east and is separated by a six foot high block wall. The applicant is proposing an approximately 42-foot building separation from the rear property line. The buffer begins with an 8-foot wide landscaped area that will contain vertical mature plants. The remaining portion of the buffer includes a driveway ramp to the lower deck parking area and additional landscaped areas at the upper deck. This project will also include a 6-foot high property line wall to further buffer the project from the residential properties. In addition, parking on the upper lot, adjacent to 10th Street will be limited to 12 vehicles and will include a 40 inch high wall and additional landscaping.

Signage

Pursuant to the Sign Code, the amount of signage allowed for the subject property is based on two square feet per one linear foot of the longest property frontage. In this case, the longest property frontage is located on 10th Street and is 167 feet in length. A total of 334 square feet of signage would be permitted.

The applicant has provided staff with a preliminary sign program for the site, which includes primary and secondary signage on the westerly and southerly sides of the building that total approximately 67.50 square feet (see attached Elevation Plans). Staff is not aware whether these signs will have illuminated backgrounds which are discouraged by the Sepulveda Boulevard Corridor Guidelines. There are no proposed monument or pole signs at this time. All business identification signs must obtain review and approval by the Community Development Department prior to issuance of a building permit.

Parking Lot Lighting

Pursuant to MBMC Section 10.64.170, Lighting, the regulations are intended to ensure that adequate lighting is provided for personal and traffic safety, to protect nearby residential uses from undue glare and to ensure that the existing low-scale pedestrian friendly character of commercial areas is maintained. Additionally, outdoor parking area lighting (light poles) shall not employ a light source higher than twenty (20) feet if the light source is located more than 25 feet from a residentially zoned property. Based on the proposed location of the building, the nearest residential property is located approximately 45 feet to the east. The applicant has submitted a lighting plan (no photometric plan) which shows three (3) light poles located at the surface parking area adjacent to 10th Street. All outside lighting will be required to be directed away from the public right-of-way and shall minimize spill-over onto the sidewalks and street. Per MBMC Section 10.64.170 (C) (7), the maximum foot-candles from light poles located within the parking lot, including loading and service areas at any location, shall not exceed 10 foot-candles. Shields and directional lighting shall also be used where needed.

The applicants project narrative (attached, Exhibit E), indicates that directional lighting will be designed to shine away from the residential properties and will include wall lights as well as down lights that will silhouette surfaces and reduce the effect on the neighboring residential properties.

Per MBMC Section 10.64.170, the applicant is required to submit a separate comprehensive lighting plan including an exterior photometric plan prepared by a registered electrical engineer for review by staff. The project, if approved, will be conditioned to submit a lighting plan which includes all exit and security lighting on the property and shall cover the entire parking, loading and service areas. During the building plan check process staff will ensure that the proposed lighting plans meet all lighting requirements as established under MBMC Section 10.64.170.

Hours of Operation

The goal of the applicant in proposing the mixed-use building is to provide a facility which will be used by an array of medical professionals to service the needs of the community. The facility will be managed by a professional property management company with anticipated hours of operation between 8:00 a.m. and 6:00 p.m., Monday through Friday.

Because the project will include a pharmacy and coffee shop, hours of operation would be crucial as these types of uses could potentially create parking, circulation and noise impacts to the abutting residential neighborhood. No hours of operation have been identified by the applicant for these two new proposed uses.

Building Height/Design/Use of Rear Residential Portion

The proposed structure will appear as a three level building from the north, east and west elevations, and as a two level building from the south elevation (see Elevation Plans, attached). The roof, which incorporates flat and slope roof areas, will include a recessed well which will allow mechanical systems and any future antennas or dishes to be placed out of sight and within the allowable building height limit. Per MBMC Section 10.16.030 (F), Maximum Height of Structures, the building is allowed a 30-foot height limit when the structure parking is provided at or below the ground level. Because the building height is determined by the average of the four property corners the average elevation would be at a 107.20' elevation. Therefore, with the average property corner elevation of 107.20 plus 30 feet of height limit, the proposed building is limited to a 137.20' height elevation. The submitted elevation plans show that the proposed building will be designed at a height elevation of 137.00' which complies with the maximum allowable height.

The applicants project narrative (attached, Exhibit E) states that the proposed building design will be a benefit to the City and its surrounding areas for the following reasons:

- The proposed building will have an architecturally significant Class A office building and will replace an old and tired Class C restaurant building.
- The L-shape building concept minimizes the bulk of the building.
- The variation in the building façade eliminates the block look of the structure.
- The deck and planters, the textured facades, and the flat and sloped roofs serve to lighten the effect of the structure.
- In order to create a more pedestrian friendly and visually inviting project, planters have been designed along Sepulveda Boulevard, with terraced planters on the corner. In addition, pedestrian stair access to the retail and first floor has been incorporated near the corner of Sepulveda Boulevard and 10th Street.
- The roof design includes a recessed area which will allow mechanical systems and any future antennas or dishes to be placed out of line of sight.
- The proposed location of the trash area would be located at the northwest corner of the lower level parking area and is not visible from the public right-of-way. The location is designed for easy access and pick-up, but is also hidden and less prominent as viewed from Sepulveda Boulevard, which is recommended by the Sepulveda Boulevard Guidelines.

Historically the rear residential portion of the property has been used as a parking area for several restaurant uses. The applicant proposes to utilize and improve this area with landscaping and a driveway to buffer the neighbors from the building. The buffer begins with a six-foot high wall with an 8-foot wide landscape area that will contain mature

planting. The remaining portion includes a driveway ramp buffer which provides access to the upper and lower level parking areas. The proposed building is "L" shaped in design which softens the building impact at the southeast corner of the property adjacent to the residential properties. Additionally, this design creates a view corridor and increases the amount of sunlight for the adjacent residential properties. By moving the mass of the building towards the front of the property, the design has created an effective sound buffer for 10th Street against street and traffic noise from Sepulveda Boulevard.

Commercial Loading Space

Per MBMC Section 10.64.030, Schedule B: Loading Spaces, requires that medical offices buildings proposed between 15,001 to 50,000 square feet (Use Classification Group 1) provide one (1) 12' wide x 35' long x 14' high commercial loading space. The purpose of this requirement is to ensure that proper loading spaces are provided for new land uses to facilitate drop-off and pick-up of goods for the site.

The applicants project narrative (attached, Exhibit E) requests relief from the loading space requirement for the following reasons:

- They believe that with the proposed uses the types of deliveries tend to be small. The applicant believes that the commercial deliveries that are expected to occur will be minimal and can be restricted to the early morning hours.
- Strict application of the requirement for the type of uses is not practical and would decrease access to the site.
- The requirement would force the applicant to devote the entire upper parking area to a commercial loading space as the height requirement of 12-feet would render the lower portion inaccessible to commercial deliveries.
- The loading space cannot be incorporated in the lower parking area, and therefore, would restrict the loading space above grade which would impede accessibility and force all handicap access via the elevator through the garage.

Variance Findings

Per MBMC Section 10.84.060 (B), in order to approve a Variance application, the Planning Commission must make the following findings:

1. Because of special circumstances or conditions applicable to the subject property including narrowness and hollowness or shape, exceptional topography, or the extraordinary or exceptional situations or conditions, strict application of the requirements of this title would result in peculiar and exceptional difficulties to, or exceptional and/or undue hardship upon, the owner of the property.
2. The relief may be granted without substantial detriment to the public good; without substantial impairment of affected natural resources; and not be detrimental or injurious to property or improvements in the vicinity of the development site, or to the public health, safety or general welfare.

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

Parking:

Base on the proposed mix of uses the site is required to provide 124 on-site parking spaces (Office Use, 1-per 200 sq. ft.; retail use, 1 per 200 sq. ft., and restaurant use with take-out, 1/75 of gross floor area). The project proposes to provide 116 full-size on-site parking spaces. Parking will be provided in two areas of the site including 104 spaces at the two level subterranean parking garage and 12 surface parking spaces adjacent to the 10th Street driveway entry area. A parking forecast analysis completed as part of the traffic and parking study indicates a maximum hourly demand of 109 spaces.

Manhattan Beach Zoning Code Section 10.64.040 allows up to a 15% parking reduction for the collective provision of parking for multi-use developments, therefore the City can approve a parking reduction from the required 124 required spaces to 116 spaces. Additionally, Section 10.64.050 (B) allows for an unspecified reduction, through the Use Permit process, based upon evidence provided in a parking demand study. The overall traffic, circulation and parking design for the project has been reviewed by the City's Traffic Engineer and found to be adequate.

Use Permit Findings

MBMC Section 10.64.050 (B), Reduced Parking for Certain Districts and Uses, allows a reduction in the number of parking spaces through a Use Permit provided that the following findings are made:

1. The parking demand will be less than the requirement for off-street parking regulations.
2. The probable long-term occupancy of the building or structure, based on its design, will not generate additional parking demand.

In reaching such a decision, the Planning Commission should consider the submitted parking study.

Public Input:

A public notice for the project was mailed to property owners within 500 feet of the site and published in the Beach Reporter newspaper. At the writing of this report, staff has received an e-mail correspondence (attached, Exhibit F) in support of the proposed development.

Over the last several months the applicant has had two meetings with the neighbors during which they presented architectural plans and computer generated renderings of the proposed building. Subsequent to this meeting they have revised the plan to incorporate their initial concerns to minimize the impact to the residential neighborhood. In a letter to staff, dated May 7, 2007 (attached Exhibit G), the applicant reports that overall the residents were pleased with the project and supported the proposed development.

Staff has received minor comments from other departments, and those issues raised are concerns that can be handled as regular building plan check items.

General Plan Goals and Policies:

Manhattan Beach is made up of various unique neighborhoods, each with distinct features and character that reflect the history and culture of this community. Future development and improvements must respect these unique qualities. As mentioned previously, in response to these issues, the City adopted the Sepulveda Boulevard Design Guidelines to provide a framework for future development along the corridor.

In order to approve the requested Master User Permit, findings must be made that the project: is consistent with zoning code and General Plan, will not be detrimental to the city or surrounding area, and will not adversely impact or be impacted by nearby properties.

- The submitted plans conform to the Zoning Code as reviewed and detailed in the project staff report, and consistent with the General Plan, specifically with the following policies:
 - LU-1.2: Encouraging the use of notches, open space, setbacks, landscaping, or other architectural details to reduce building bulk
 - LU-2.1: Encourage landscaping standards for commercial areas.
 - LU-3.1: Encourage quality design in all new construction
 - LU-3.2: Encourage the use of the Sepulveda Boulevard Design Guidelines
 - LU-5.1: Require the separation or buffering of residential areas from businesses which produce noise, odors, high traffic volumes, light or glare, and parking through the use of landscaping, setbacks, or other techniques.
 - LU-5.4: Discourage the outdoor commercial use of property adjacent to a residential neighborhood.
 - LU-6.2: Encourage a diverse mix of businesses that support the local tax base, are beneficial to residents, and support the economic needs of the community.
 - LU-8.1: Encourage commercial uses serving a broad market area, including visitor-serving uses.
- Encourage private investment in the City's commercial areas, and as provided in this project.
- Except for the required loading area and required parking, the project is in compliance with all regulations, provides adequate circulation design, provides desirable aesthetic enhancements, and will not result in significant traffic impacts.

Pursuant to Section 10.84.020 of the Manhattan Beach Municipal Code, the Planning Commission has the authority to approve, conditionally approve, or deny the Master Use Permit application and Variance for the commercial development.

Responsibility of the Planning Commission

General Plan Amendment/Zone Change

The General Plan Amendment is a policy determination of the City Council. The Planning Commission, pursuant to Government Code Section 65354, is required to forward a written recommendation on the General Plan Amendment, Zoning Map Amendment to the City Council. The General Plan Amendment is a policy determination which can be approved if deemed "to be in the public interest". Action on the Zoning Map Amendment must be based on specific findings as to whether the proposal is consistent with the policies of the General Plan and the purposes of Title 10.

Pursuant to Section 10.96.060 of the Manhattan Beach Municipal Code, and Government Code Section 65856, the Commission has the authority to deny the requested zoning map amendment. If the Commission selects to deny the amendment, such action must be accompanied by specific findings. A denial by the Commission also means that the application cannot be resubmitted within two years of the date of denial, unless the denial is made without prejudice.

CONCLUSION

Staff recommends that the Planning Commission conduct the public hearing, consider the information presented, and direct staff as determined to be appropriate. Specific determinations suggested to be discussed for the application include the following:

Use Permit

1. Determine whether the proposed uses of the property are appropriate for the site, serves the public interest, and meets the required finding per MBMC Section 10.84.060 (A), and forward a corresponding recommendation to the City Council.
2. Determine whether the proposed uses are consistent with goals and policies of the General Plan with regards to commercial development in the Sepulveda Boulevard corridor.
3. Determine if other retail uses other than a pharmacy and coffee shop are appropriate for this site.

General Plan Amendment/Zone Change

4. Determine whether the use of the rear residential portion and change to a commercial use is appropriate and consistent with the surrounding commercial properties, and forward a written recommendation to the City Council

Parking Reduction

5. Determine whether the reduction in parking is adequate based on the Code requirements and the project parking study submitted and meets required findings per MBMC Section 10.64.050 (B).

Commercial Loading Space Variance

6. Determine whether the request for relief from maximum allowable building height is appropriate and meets the required findings per MBMC Section 10.84.060 (B).

Sepulveda Boulevard Corridor Guidelines

7. Determine whether the proposed building design and visual impact is appropriate and consistent with the Sepulveda Corridor Development Guidelines which encourages storefronts and windows to be oriented towards Sepulveda Boulevard.
8. Approve the Initial Study and Negative Declaration of Environmental Impacts.

Attachments:

- Exhibit A – Site location Map
- Exhibit B – Initial Study
- Exhibit C – Linscott, Law & Greenspan, Parking Study n/a
- Exhibit D – Sepulveda Boulevard Corridor Guidelines
- Exhibit E- Applicant's Narrative/Use Permit and Variance Findings
- Exhibit F – Letter in Support, 4/11/07
- Exhibit G – Applicants Letter of Support, 5/7/07
- Exhibit H – Tentative Tract Map No. 68175 – n/a
- Exhibit I - Project Plans

n/a – not available electronically

cc: ManMedical1008SepBlvdStfRpt 5-23-07

CITY OF MANHATTAN BEACH
MINUTES OF THE REGULAR MEETING OF THE PLANNING COMMISSION
MAY 23, 2007

1 A regular meeting of the Planning Commission of the City of Manhattan Beach was held on
2 Wednesday, May 23, 2007, at 6:35p.m. in the City Council Chambers, City Hall, 1400 Highland
3 Avenue.

4
5 **ROLL CALL**

6
7 Chairman Bohner called the meeting to order.

8
9 Members Present: Lesser, Powell, Schlager, Seville-Jones, Chairman Bohner
10 Members Absent: None
11 Staff: Richard Thompson, Director of Community Development
12 Daniel Moreno, Associate Planner
13 Eric Haaland, Associate Planner
14 Sarah Boeschen, Recording Secretary
15

16 **APPROVAL OF MINUTES** **May 9, 2007**

17
18 A motion was MADE and SECONDED (Lesser/Powell) to **APPROVE** the minutes of March
19 28, 2007.

20
21 AYES: Lesser, Powell, Schlager, Chairman Bohner
22 NOES: None
23 ABSENT: None
24 ABSTAIN: Seville-Jones
25

26 **AUDIENCE PARTICIPATION** None

27
28 **BUSINESS ITEMS**

29
30 **PUBLIC HEARINGS**

31
32 **07/0523.1 Consideration of Proposed 30-Unit Mixed Use Medical and Retail**
33 **Commercial Development at 1008 Sepulveda Boulevard**
34

35 Commissioner Lesser disclosed that he is friends with the project architect; however, he has no
36 financial interest in the project and feels he can be fair in considering the issue.

37
38 Associate Planner Moreno summarized the staff report. He commented that in addition to the
39 information included with the staff report, the Commissioners have also been provided with a
40 map showing the medical uses on the properties in the Sepulveda corridor and a copy of staff's

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May 23, 2007

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1 presentation. He indicated that staff had concerns with the applicant's original design regarding
2 the buffer to the residents to the rear and with the use of compact spaces for the proposed type of
3 development. He indicated that staff recommended that all of the parking spaces be full sized
4 even though the Code allows for the use of compact spaces. He commented that the types of
5 uses proposed are permitted, except that a Use Permit is required for any structure over 5,000
6 square feet or lot area over 10,000 square feet. He indicated that a parking reduction is being
7 requested, which is included in the Use Permit application. He said that a General Plan
8 Amendment and Zone Change are being requested for the use of the back 50 feet of the property
9 which is currently zoned medium density residential. He indicated that a Variance is also being
10 requested for relief from the commercial loading space that is required based on the size of the
11 structure. He indicated that approval of a tentative tract map is also required for the development
12 of an office condominium.

13
14 Associate Planner Moreno said that the site has historically been used for retail use, with the
15 front portion of the property zoned CG and the rear portion zoned RM. He said that in 1986 as
16 part of an addition to the previous restaurant use, a 12 foot area was required to be dedicated for
17 future widening of Sepulveda Boulevard and a corner radius was also required to be provided.
18 He indicated that the existing structure on the site is a 5,400 square foot vacant restaurant space
19 with 65 existing parking spaces. He said that the new project would encompass 25,350 square
20 feet of building area, which would include 22,970 square feet of office space, 665 square feet for
21 a pharmacy, and 1,750 square feet for a proposed coffee shop and outdoor dining. He
22 commented that there is a severe slope to the site. He indicated that the highest elevation of the
23 site is on the southeast corner, with a drop of approximately 17 feet to the northwest corner and a
24 drop of about 11 ½ feet to the easterly and southerly property lines.

25
26 Associate Planner Moreno indicated that staff feels the applicant has made a substantial effort to
27 meet the Sepulveda Corridor design guidelines. He stated that most of the glass on the building
28 is located toward the front of the building, and there is a sidewalk entrance to the proposed coffee
29 shop at the corner of 10th Street and Sepulveda Boulevard. He indicated that an effort was made
30 to locate the structure away from the residences to the rear of the site. He commented that a
31 commercial site does not require setbacks; however the proposed structure has setbacks of 6 feet
32 to the north, from 32 ½ feet to 41 ½ feet on the east, 6 ½ to 15 feet on the south, and 3 feet in the
33 front. He stated that two driveways are proposed for the project, one off of Sepulveda Boulevard
34 and one off of 10th Street. He indicated that a parking and traffic study dated April 9, 2007, was
35 conducted to evaluate the potential traffic impacts on the streets and intersections in the area. He
36 stated that the City's traffic engineer found the study to be satisfactory. He commented that the
37 applicant is requesting a parking reduction, and a 15 percent reduction would be allowed by the
38 Code. He said that 104 spaces of subterranean parking are proposed, as well as 12 spaces of
39 surface parking off of 10th Street. He said that the applicant has submitted a lighting plan, and a
40 photometric plan would be required if the project is approved. He indicated that most of the

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1 lighting as proposed would be low intensity. He said that three light poles are proposed for
2 security which would be restricted in height and would be shielded away from the residential
3 properties to the east.

4
5 Associate Planner Moreno commented that the parking standards require that medical office
6 buildings between 15,001 square feet and 50,000 square feet provide one commercial loading
7 space of 12 feet in height, 35 feet long, and 14 feet wide in order to ensure that the proper loading
8 spaces are provided for the land uses to facilitate drop off and pick up of deliveries. He stated
9 that the applicants have expressed that they should be granted relief from the requirement for a
10 loading space because the types of deliveries for the proposed uses would be small; the
11 commercial deliveries would be minimal and would be restricted to the early morning hours;
12 strict application of the requirements are not practical and would decrease access to the site; the
13 requirement would force the applicant to devote the entire parking area to commercial loading
14 space; and the loading space could not be incorporated in the lower parking area and would
15 restrict the loading space above grade which would impede accessibility. He said that the trash
16 area would be located underneath the parking area off of Sepulveda Boulevard which would be
17 shielded and would provide proper access for pickup. He pointed out that the hearing was
18 noticed to properties within 500 feet of the site and advertised in the newspaper. He indicated
19 that a letter in support has been received since the report was written.

20
21 In response to a question from Commissioner Powell, Associate Planner Moreno indicated that
22 the requirement is for 124 parking spaces as indicated on page 11 of the staff report rather than
23 127 as indicated in the project overview on page 3 of the staff report. He indicated that the
24 request is for relief from eight parking spaces.

25
26 In response to a question from Commissioner Powell, Associate Planner Moreno said that the
27 City typically does not receive approval from Caltrans until the plan check process regarding any
28 proposed roadway improvements. He pointed out that the proposed driveway is very close to the
29 location of the existing driveway, and it may not have a large impact to Sepulveda Boulevard.

30
31 In response to a question from Commissioner Powell, Associate Planner Moreno indicated that
32 the number of spaces that would be approved would be for the entire development rather than
33 allocated for each individual unit.

34
35 Director Thompson pointed out that a condition can be included to restrict parking spaces from
36 being designated for specific tenants.

37
38 **Louie Tomaro**, the project architect, said that the City has imposed certain requirements that
39 they feel should be standards for future developments. He described the design of the proposed
40 building. He indicated that the sloped perimeter roofs allow the center of the roof to be

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1 depressed and hide all of the roof equipment. He said that the setback to the easterly neighbor is
2 42 feet, the setback to the north is 10 feet. He indicated that there is a 12 foot dedication along
3 Sepulveda Boulevard, and there is an additional 3 foot setback along the street. He indicated that
4 landscaping would encompass the entire building. He stated that the setbacks and landscape
5 buffer were created to eliminate bulk, provide the extensive roof overhangs, and provide privacy
6 for neighboring properties. He commented that the project meets and exceeds the minimum
7 requirement of landscaping. He indicated that they feel the retail component would add to the
8 visual aesthetics and be a benefit to the project. He stated that the parking area along 10th Street
9 is meant to be used for short term parking for dropping off and picking up passengers rather than
10 parking for long durations. He indicated that the parking structure has been designed to allow for
11 a constant flow of traffic coming off of Sepulveda Boulevard through the structure without the
12 necessity for cars to turn around or back up. He commented that they are asking for a parking
13 reduction because of the requirement by staff to provide full sized parking spaces rather than 30
14 percent compact as permitted by Code. He pointed out that they were fully compliant with the
15 required amount of parking spaces with their previous submittal which included compact spaces.
16 He commented that 11 handicapped parking spaces would be provided, and eight are required.
17 He stated that cars leaving the drop off area would not be permitted to travel eastbound on 10th
18 Street and would only be allowed to travel westbound on 10th Street and onto Sepulveda
19 Boulevard. He indicated that two community meetings were held regarding the project, and
20 input from adjacent residents was incorporated into the design. He indicated that a letter in
21 support was received from one of the main members of the community group.

22
23 **Geoff Captain**, the project architect, said that there is another restaurant and parking use
24 opposite the subject site off of 10th Street. He indicated that the residences would be 100 feet
25 away from the building on the south side and 60 feet away on the north side of 10th Street.

26
27 In response to a question from Chairman Bohner, **Mr. Tomaro** commented that doctors who
28 would potentially locate in the facility would most typically have UPS or DHL deliveries, and the
29 delivery trucks would park on the street and run in to drop off or pick up packages. He said that
30 it is likely that any designated loading area would not be utilized by the delivery drivers. He
31 indicated that they anticipate any restaurant use to be a small coffee house, and their deliveries
32 would be minimal. He commented that a study has not been done on the potential impact to
33 parking and traffic on 10th Street from any delivery vehicles parking to access the facility.

34
35 In response to a question from Chairman Bohner, **Mr. Captain** indicated that they discussed the
36 issue of hours permitted for deliveries with the residents and that they not occur too early. He
37 indicated that deliveries would occur only during specified morning hours. He said that the
38 placement of the trash on Sepulveda Boulevard was also discussed with the residents. He
39 indicated that the issue of parking for loading and unloading deliveries was not discussed.

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1 **Mr. Tomaro** stated that most of the concerns expressed by the residents were related to the odors
2 which spill over to the residences from the trash bin of the existing restaurant use. He
3 commented that the existing restaurant on the site is still active, and the employees generate
4 noise at the back of the restaurant.

5
6 In response to a question from Commissioner Seville-Jones, **Mr. Tomaro** indicated that the
7 deliveries would be finished by 7:30 a.m. and would potentially be permitted to occur by 6:00
8 a.m. He commented that trash is picked up along Sepulveda Boulevard between 4:00 a.m. and
9 5:00 a.m.

10
11 Commissioner Seville-Jones said that she has a concern with the noise generated by the early
12 morning deliveries and asked regarding any mitigation that would prevent the noise from
13 reaching the adjacent residences.

14
15 **Mr. Tomaro** said that there would be landscaping as well a 6 foot wall between the proposed
16 structure and the adjacent residences. He also indicated that there would be a significant setback
17 from the adjacent residential properties.

18
19 **Mr. Captain** pointed out that vehicles would have sufficient space to turn around without
20 backing up in the short term parking area off of 10th Street. He said that it would be a small type
21 of office use that would only require courier deliveries and would not have the need for a large
22 loading area.

23
24 In response to a question from Commissioner Lesser, **Mr. Tomaro** said that the CC&Rs would
25 require that any major deliveries or moving changes would occur prior to the operating hours of
26 the building.

27
28 In response to a question from Commissioner Lesser, **Mr. Tomaro** said that because of the
29 height requirement for a loading dock, it is not possible to provide sufficient clearance to locate a
30 loading area underneath in the parking area. He said that any large loading area would need to be
31 located in the upper level, or a setback would need to be created within the structure which
32 would consist of a paved surface with no landscaping. He said that it would be possible to
33 designate an area for delivery trucks within the drop off area off of 10th Street in lieu of four
34 parking spaces.

35
36 Commissioner Schlager commented that although the building may not have deliveries from
37 large semi trucks, there is a concern with smaller UPS type delivery vehicles parking on 10th
38 Street and the surrounding streets at the expense of safety and traffic impacts. He said that
39 allowing for a specified area for delivery vehicles within the drop off area would provide a
'0 solution to the concern.

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1
2 **Mr. Tomaro** commented that the building would be state of the art facility, would be easily
3 accessible, and would provide for a full size parking structure. He commented that the additional
4 revenue and business that would be generated from the proposed use through the restaurant and
5 pharmacy would be a benefit to the City.

6
7 In response to a question from Chairman Bohner, **Mr. Tomaro** said that the hours of operation
8 for a coffee shop would be between 5:30 a.m. to 9:30 p.m., and the pharmacy would be open the
9 same hours as the offices from 8:00 a.m. to 6:00 p.m.

10
11 In response to a question from Commissioner Powell, **Mr. Tomaro** said that they do not have a
12 specific tenant but have arrived at the concept of a coffee shop as a perfect use for the corner. He
13 indicated that the coffee shop would have an access from the outside of the building and could
14 remain open during weekend hours.

15
16 In response to a question from Commissioner Powell, **Mr. Tomaro** stated that they are
17 anticipating low profile back lit type of signage. He said that they do not anticipate any need for
18 a large monument type of sign. He said that there would be no need for signage for the medical
19 use except to identify the location of the building. He commented that they are anticipating that
20 the coffee shop and pharmacy would be utilized by visitors to the medical offices in the facility.

21
22 Commissioner Lesser commented that he would have a concern that there would not be sufficient
23 plumbing or space within the units to accommodate medical specialists in radiology, sports
24 medicine, orthopedics, internal medicine, neurology, oral surgery, dermatology and dentistry as
25 indicated in the business plan for the project.

26
27 **Mr. Tomaro** commented that they anticipate maybe two or three large type of uses and a mix of
28 smaller uses that would require approximately 1,000 square feet. He indicated that they
29 anticipate the number of units to be lower than 30.

30
31 In response to a question from Commissioner Seville-Jones, **Mr. Tomaro** said that the parking
32 garage would need to remain open 24 hours because there would likely be some late use of the
33 facility on occasion. He said that there is the possibility of closing off the lowest level parking
34 and informing people that it would not be accessible after a certain hour. He said that the parking
35 would be well lit and open. He indicated that they have not considered at this point what type of
36 security would be provided for the parking structure. He commented that he is certain that there
37 are methods for closing off the parking after certain hours and having a mechanism to allow cars
38 still inside the structure to exit.

39
40 In response to a question from Commissioner Seville-Jones, **Mr. Tomaro** said that the parking

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1 would be unassigned to specific units.

2
3 In response to a question from Commissioner Seville-Jones, **Mr. Captain** indicated that the
4 project included approximately 129 to 132 parking spaces before it was changed to provide only
5 full sized parking stalls. He said that the parking study identifies 107 as the maximum number of
6 spaces that would be utilized at any peak time.

7
8 Chairman Bohner opened the public hearing.

9
10 **Steve Taylor**, a resident of the 1100 block of 10th Street, said that he likes the design of the
11 building; however, he is concerned with the reduction in parking and the elimination of a loading
12 zone. He pointed out that delivery trucks would not be able to park along Sepulveda Boulevard
13 and would have to park on 10th Street. He commented that he would anticipate that a coffee shop
14 type of use would be very busy. He pointed out that many pharmacies now remain open 24 hours
15 in order to compete for business, and pharmacies typically receive deliveries from large Coca-
16 Cola trucks. He suggested that the parking of semi trucks be restricted on 10th Street. He
17 requested that a red zone buffer be considered for 10th Street on the sides of the residential
18 driveways. He said that he would also support restricting access to the parking structure after
9 hours so that vehicles within the structure could exit but additional cars could not enter.

20
21 **John Chang**, a resident of the 1100 block of 11th Street, said that he is concerned with the
22 impact to parking in the adjacent neighborhood. He commented that 30 individual medical
23 offices would each have one doctor, one nurse and patients who would utilize approximately 120
24 parking spaces, not including the retail use. He stated that the Little Company of Mary Care
25 Station located next to them is open seven days a week from approximately 8:00 a.m. to 7:00
26 p.m. with numerous employees that do not park in the specified lot because it is used to serve
27 patients. He said that he is concerned that the proposed zone change of the rear portion from
28 residential to commercial would set a precedent for expansion of the commercial zone into the
29 residential zone to the rear.

30
31 **Kim Taylor**, a resident of the 1300 block of 19th Street, said that her concern is with the parking.
32 She said that parking for employees in the proposed facility would not leave many spaces for the
33 public. She indicated that there has been an issue on 10th Street with restaurant employees
34 parking on the street. She said that it does not appear that any red curbs along 10th Street are
35 proposed to be incorporated as part of the project.

36
37 **Joe Ward**, a resident of the 1800 block of 9th Street, said that there has been a problem of
38 restaurant employees parking on the adjacent streets, and it would be the same with employees
39 for a medical facility. He said that the doctors would tell their employees to park on the street in
40 order to save the parking for patients. He stated that closing off the parking structure after hours

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1 should be mandatory for security. He commented that he has reported drug deals occurring in the
2 lower part of the parking lot to the police for years. He commented that the tenants of his two
3 units on 10th Street complained that there is no street parking available whatsoever. He stated
4 that the intersection of 10th and Sepulveda Boulevard is one of the worst intersections in the City
5 for accidents. He indicated that a traffic light is needed, as well as a sign for right turn only out
6 of the parking lot.

7
8 **Scott Rackett**, a resident of the 400 block of 1st Street, said that he is in the process of relocating
9 his dermatology practice to Manhattan Beach. He said that there is great difficulty in finding
10 medical office space in the City, and it took him a large amount of time to find a location for his
11 practice. He said that if the proposed building were available, many doctors would be interested.
12 He said that the facility would allow local residents to walk to their doctor. He commented that
13 most small medical practices do not have the space to store large quantities of supplies, and their
14 deliveries only require small trucks.

15
16 **Arthur Natvig**, a resident of 200 block of South Lucia in Redondo, said that he has been a
17 dentist in Manhattan Beach for more than 35 years. He indicated that people like to go to a local
18 dentist, and there is a need for a quality medical facility in the City. He commented that his
19 employees have basically demanded that parking be provided because they do not want to park
20 on the street. He said that he feels parking for the facility as proposed is more than adequate.

21
22 **Mark Libiano**, a resident of the 1200 block of 10th Street, said that he did not receive notice
23 regarding the proposal before the public hearing. He said that there are many children in the
24 adjacent neighborhood. He stated that parking is an issue, and he feels the square footage of the
25 structure possibly should be scaled down further in order to meet the required parking. He
26 commented that he knows that employees for adjacent restaurants do park on the surrounding
27 streets. He commented that he is not certain that single family residences should be located so
28 close to commercial uses. He indicated that he does not oppose having a medical facility, and he
29 does feel it is a convenience and benefit for the community. He stated that he would like for
30 consideration to be given for installing a streetlight at the intersection of Sepulveda Boulevard
31 and 10th Street.

32
33 **Leland Craig**, a resident of the 1200 block of 3rd Street, said that cars and vans typically do the
34 deliveries to laboratories for dentists or doctors. He indicated that the physicians will insist on
35 having a reserved parking space. He said that dentists typically have three patients at a time, and
36 doctors typically see more patients. He said that at full capacity 120 spaces would be utilized by
37 the doctors and patients, and the doctors will end up asking their employees to park on the street.
38 He said that he feels the parking for 30 units would be inadequate as proposed.

39
40 **Beatrice Wilbanks**, a resident of the 200 block of Lucia in Redondo Beach, said that she feels

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1 the design of the building is gorgeous. She said that in all her years as a dental assistant and
2 dental hygienist, she has never been asked by the dentists she has worked with to park on the
3 street. She said that there is not much activity in the pharmacy and cafeteria before and after
4 normal office hours at the Torred building in Torrance, and she does not feel there would be a
5 problem with parking for the proposed facility. She commented that the employees are always
6 asked to be considerate to the neighbors and park in the designated area for the building in all of
7 the offices where she has worked.

8
9 Chairman Bohner closed the public hearing.

10
11 Commissioner Seville Jones indicated that the issues of parking, installing a traffic signal at
12 Sepulveda and 10th Street, and requiring a loading zone are major concerns which warrant further
13 discussion. She commented that she feels the applicant has designed a beautiful design; has
14 reached out to the neighbors; has attempted to incorporate the Sepulveda Boulevard guidelines;
15 has provided more than the required landscaping; and has considered the traffic flow in the
16 underground garage. She said that she is not convinced that all 30 doctors who may occupy the
17 proposed facility would be seeing patients during the same hours. She commented that she feels
18 the parking study was well done, and she is not certain that there is a need to increase the number
19 of parking spaces. She indicated that she would not be in favor of changing the restaurant use in
20 order to lower the parking demand because she feels it would provide a very nice patio area that
21 people visiting the facility could utilize. She commented that if there were a desire to address
22 parking she would be more in favor of including compact spaces because she is not convinced
23 that they are not used.

24
25 Commissioner Schlager said that there was a reason that staff increased the size of the parking
26 spaces. He commented that the parking requirement could be met if compact parking spaces
27 were incorporated in the design. He said that he also doubts that all of the doctors for 30 separate
28 units would be at the building at any one particular time. He indicated that he feels installing a
29 traffic light at the intersection of Sepulveda Boulevard and 10th Street, incorporating red zones
30 along driveways on 10th Street, and providing a loading zone are important issues for further
31 consideration.

32
33 Commissioner Powell said that he commends the project architect on the design of the building
34 and appreciates that consideration was given to providing setbacks and landscaping. He
35 indicated that compact spaces tend to remain under utilized because they are too small, and he
36 would not want to see them incorporated in the project. He pointed out that it was felt through
37 staff and public review that compact spaces should be avoided. He commented that most of the
38 time there would not be a competition for parking spaces, but there would be occasions when
39 there are peak hours where all of the doctors and dentists would be busy with customers. He said
40 that he supports the suggestion of dedicating space for a loading area, which would not

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1 significantly detract from the number of parking spaces provided. He commented that the issue
2 of providing a traffic light at the intersection of 10th Street and Sepulveda should be addressed.
3 He indicated that providing red curbs next to the driveways along 10th Street is necessary to
4 prevent people from parking too close to the residences. He commented that he feels the current
5 design for parking as proposed is generally adequate, and he is not certain that it could be
6 changed further without significantly altering the design of the building. He stated that the
7 facility would most likely have fewer than 30 units because some would be combined.

8
9 Commissioner Lesser said that he also appreciates the design of the project and feels the use
10 meets a community need. He indicated that he appreciates that the applicant has been responsive
11 to staff and members of the community and arriving at multiple revisions as necessary. He
12 commented that the Code considers parking based on square footage. He said that it could be
13 that some of the space of the units would be filled by equipment rather than doctors and patients,
14 which would help to mitigate the concern regarding the parking demand. He indicated that he
15 has a concern the compact spaces would not be very functional and are not realistic with the
16 current trend of larger vehicles. He said that it might be appropriate, however, to provide a small
17 number of compact spaces if parking spaces are taken away to provide for a loading area.

18
19 Chairman Bohner stated that a parking study has been provided for the project, which has been
20 done by experts and appears to be reasonable. He pointed out that the report indicates a
21 maximum hourly demand of 109 parking spaces, and there is a further indication by the City that
22 the parking is appropriate. He stated that the City's Traffic Engineer has reviewed and found the
23 parking design and circulation to be adequate. He said that he sees his role as ensuring that
24 professionals have reviewed the issues and reached reasonable conclusions, which he feels is the
25 case for this project. He stated that there will always be a concern by residents regarding street
26 parking, which is the reason for conducting such parking studies to determine that they are in
27 compliance with the opinion of staff and the City's Traffic Engineer. He indicated that he
28 supports incorporating full sized parking spaces rather than compact spaces because it is
29 frustrating to attempt to maneuver in and out of the smaller spaces.

30
31 Commissioner Seville-Jones said that she feels requiring a loading zone is appropriate for the
32 project. She indicated that she would need more information on the peculiar and exceptional
33 difficulties in order to grant a variance for relief from the requirement of a loading zone. She
34 stated that she would be willing to consider allowing a loading area the size of two or three
35 parking spaces that are next to the building. She said that there will be a necessity for deliveries
36 for the restaurant and offices. She commented that a loading zone could possibly provide space
37 for the Dial-a-Ride bus to drop off people who cannot necessarily drive to the facility. She said
38 that she would like for the hours permitted for early morning deliveries to be considered further,
39 and she would have a concern with the neighbors being woken up at 5:00 in the morning from
40 the noise of large delivery trucks.

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1
2 Chairman Bohner pointed out that there appears to be a consensus by the Commissioners that an
3 area should be set aside to allow for a loading zone, although there may be differences as to
4 opinions on the size of the space to be allocated.

5
6 Commissioner Seville-Jones said that she would not be opposed to possibly allowing a few
7 compact spaces to balance the loss of the spaces resulting from incorporating a loading area.

8
9 Commissioner Lesser suggested that staff work with the applicant to arrive at creative solutions
10 for balancing out the loss of parking spaces resulting from creating a loading area.

11
12 Commissioner Seville-Jones said that she would like further study of installing a traffic signal at
13 10th Street and Sepulveda Boulevard. She said that she has a concern that the project has a
14 cumulative impact with other projects at the intersection of 10th Street and Sepulveda Boulevard,
15 and the decisions about the size and use of the subject project impact the need for the traffic
16 light. She said that she feels it would be useful to have the Traffic Engineer study the issue
17 further regarding a stoplight at the intersection. She pointed out that there have been a number of
18 residents who have also expressed their concerns, and it is included as a recommendation in the
19 traffic report.

20
21 Commissioner Lesser pointed out that the intersection of Sepulveda Boulevard and 10th Street is
22 located two blocks south of Manhattan Beach Boulevard, and there may be traffic impacts of
23 installing a light so near a major intersection.

24
25 Director Thompson indicated that if Caltrans agrees that a signal should be located at the
26 intersection, the developer would be held responsible for paying their share of the cost of
27 installing the signal.

28
29 In response to a question from Commissioner Schlager, Director Thompson indicated that staff
30 will also discuss the issue of painting red curbs next to the driveways along 10th Street with the
31 Traffic Engineer. He commented that the City does regulate the painting of red curbs.

32
33 Commissioner Powell commented that he would want the City's Traffic Engineer to consider the
34 issue of installing a traffic signal. He commented that there can be unintended consequences on
35 traffic of installing signals too close to a major intersection, which can result in impatient drivers
36 using alternate routes within neighborhoods to avoid being stopped at the signal.

37
38 Commissioner Seville-Jones commented that there are not a large number of properties zoned
39 General Commercial as far back from Sepulveda Boulevard as the portion that is proposed to be
40 changed, and she would be concerned with setting a precedent by allowing the zone change. She

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1 said, however, that the existing parking lot has previously been used for commercial purposes.
2 She said that the setbacks that are provided make the proposed structure more attractive;
3 however, she would want to be certain that any future commercial developments have the same
4 setbacks and do not abut immediately adjacent to the neighboring property.

5
6 Commissioner Schlager commented that he agrees with the comments of Commissioner Seville-
7 Jones and indicated that he does not have a concern with the zone change because the applicant
8 has done a tremendous job in providing a setback area and much more than is required. He said,
9 however, that he would want to be proactive and include any necessary constraints for future
10 developments.

11
12 Commissioner Seville-Jones indicated that she would like for the parking structure not to remain
13 open 24 hours. She said that allowing cars in the parking garage after hours also is a noise factor
14 for the residents behind the property.

15
16 Commissioner Schlager requested that staff discuss with the applicant the impact of including a
17 requirement in the CC&Rs that there be no assigned parking spaces. He said that closing the
18 garage after hours and limiting the hours of operation for the pharmacy and coffee shop are
19 obvious solutions.

20
21 Commissioner Lesser commented that there appears to be a tension between the desire in the
22 General Plan and the Sepulveda Boulevard Guidelines to encourage retail uses and the concern
23 regarding hours and the impact to the adjacent residents. He said that the goal of the Sepulveda
24 Boulevard Guidelines is to provide a vibrant street rather than just concrete structures, but it does
25 raise concerns with the hours of retail uses and the impact to the neighbors. He said that he is
26 conditionally accepting of the present proposed use of a coffee shop, but he imagines that the
27 retail use could conceivably change.

28
29 In response to a question from Commissioner Seville-Jones, Director Thompson indicated that
30 approval for up to 30 units would allow staff the ability to approve fewer but not a larger number
31 of units. He said that the Commission may decide that it is appropriate to approve less than 30
32 units.

33
34 Commissioner Powell said that he would prefer that regulations be included in conditions of the
35 Use Permit rather than in the CC&Rs regarding hours of operation; trash pick-up; the type of use
36 for a pharmacy and coffee shop; the signage; the location of the trash area as proposed; the
37 loading area; and deliveries only being permitted early in the morning.

38
39 Commissioner Lesser said that his concerns with the subject project and future projects
40 collectively have an impact on the tax revenue base of the City on its leading corridor where tax

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1 revenue can be generated. He stated that he does not believe the issue of tax revenue should be
2 considered as part of the subject proposal because it has been demonstrated that there is a need
3 for the subject use.

4
5 Director Thompson commented that the issue of tax revenue continues to be raised as the tax
6 base has eroded along Sepulveda Boulevard. He commented that there are sites which are
7 appropriate and others that are not appropriate on Sepulveda Boulevard for high activity retail
8 centers. He said that ultimately it will be the decision of the City Council, and he wants to be
9 certain that the reasoning of the Commission in supporting the project with less than 10 percent
10 retail is documented. He said that it will be an important issue for the Commission to consider
11 with the subject project as well as with the next proposal that is to be considered.

12
13 Commissioner Seville-Jones said that she does not have sufficient information to judge a
14 comparison between the property tax generated by the condominium units as proposed and the
15 tax revenue generated from a different development which includes more retail space.

16
17 Director Thompson said that the balance of the revenue generated from sales tax and property tax
18 needs to be considered and whether it is adequate for the particular site or if there is a desire to
19 consider a greater percentage of the building to accommodate a retail use.

20
21 Commissioner Schlager said both retail and the proposed use generate property tax as well as
22 sales tax. He said that property tax is generated by ownership, and retail generates additional
23 sales tax revenue. He said that in the case of the subject proposal, the question is whether the
24 sum total of revenue generated from properties being sold within the development would be
25 greater in market value than the revenue generated from one large retail center and how much
26 sales tax a small retail component would generate as opposed to a larger retail site.

27
28 A motion was MADE and SECONDED (Schlager/Powell) to REOPEN the public hearing and
29 CONTINUE the meeting to June 27, 2007

30
31 AYES: Lesser, Powell, Schlager, Seville-Jones, Chairman Bohner

32 NOES: None

33 ABSENT: None

34 ABSTAIN: None

35
36 At 9:05, a 10 minute break was taken.

37
38 **07/0523.2 Consideration of Proposed Construction of a 53-Unit Medical Office**
39 **Condominium at 222 North Sepulveda Boulevard**
40

CITY OF MANHATTAN BEACH
[DRAFT] MINUTES OF THE REGULAR MEETING OF THE PLANNING
COMMISSION
JUNE 27, 2007

A regular meeting of the Planning Commission of the City of Manhattan Beach was held on Wednesday, June 27, 2007, at 6:35p.m. in the City Council Chambers, City Hall, 1400 Highland Avenue.

ROLL CALL

Chairman Bohner called the meeting to order.

Members Present: Lesser, Powell, Seville-Jones, Chairman Bohner

Members Absent: Schlager

Staff: Richard Thompson, Director of Community Development

Dan Moreno, Associate Planner

Sarah Boeschen, Recording Secretary

APPROVAL OF MINUTES

A. Minutes of Planning Commission Meeting of May 23, 2007

Commissioner Lesser said that he is satisfied with the additions to the minutes as long as staff is satisfied that the discussion which occurred at the meeting has been accurately captured.

Director Thompson said that staff attempted to capture the discussion in the revisions and is satisfied with the additions to the minutes.

Commissioner Seville Jones suggested that page 14, line 30 be revised to read: "... the use as 53 ~~condominium ownership medical use~~ individual condominiums, ownership, medical use and parking demand ..."

A motion was MADE and SECONDED (Seville-Jones/Lesser) to **APPROVE** the minutes of May 23, 2007, as amended.

AYES: Lesser, Powell, Seville-Jones, Chairman Bohner

NOES: None

ABSENT: Schlager

ABSTAIN: None

B. Minutes of Planning Commission Meeting of June 13, 2007

Commissioner Seville Jones requested that a semi-colon be added after the word "location" in the sixth line on the first paragraph on page 1 of the June 13 minutes.

PLANNING COMMISSION [DRAFT] MINUTES

June 27, 2007

Page 2

Commissioner Seville-Jones suggested that the second paragraph on page 2, be revised to read:

"Commissioner Seville-Jones related her agreement with the idea of the recording secretary amending the minutes to more accurately capture the essence of the discussion without being verbatim. She observed that there is a complete absence of the discussion referred to above by Commissioner Lesser; that the minutes should ~~always include~~ reflect that Commission questions were directed to staff; . . ."

Commissioner Seville-Jones requested that the fifth paragraph on page 4, be revised to read:

"Commissioner Seville-Jones recalled that the applicant was resistant to addressing issues on this very large project (such as bulk/density and impact on traffic) ~~but was~~ and only willing to address some smaller issues (such as vents). She commented on the importance of the Planning Commission listening to issues, and not to be distracted by allegations of unfairness."

Commissioner Seville-Jones requested that language be added to the last sentence on the third paragraph on page 9 to read: " . . . but the applicant should be allowed to proceed in accordance with the approval and not conditioned on actions by other tenants."

Commissioner Powell requested that the third line of the second paragraph on page 9 be revised to read:

"Commissioner Powell agreed with Commissioner Lesser's comments. He felt that the sign facing Sepulveda Boulevard would not have a detrimental impact since it would be ~~setback~~ set back and buffered due to its isolation from residential properties."

Commissioner Powell requested that the minutes reflect on the fifth line of the motion on page 10 that it was seconded by Commissioner Schlager.

Commissioner Lesser requested that the parenthesis be removed from lines 8 and 11 of paragraph 3 on page 4 to read: "He recalled that the applicant was unwilling to make changes or hear concerns such as the scale of the building on the lot, the buffer with adjoining residences; the potential impact on neighbors and traffic; ingress and egress, including the driveway on Sepulveda Boulevard; compact vs. standard parking spaces; and whether the topography makes the scale look larger from the east; . . ."

A motion was MADE and SECONDED (Lesser/Powell) to **APPROVE** the minutes of June 13, 2007, as amended.

PLANNING COMMISSION [DRAFT] MINUTES

June 27, 2007

Page 3

1 AYES: Lesser, Powell, Seville Jones, Chairman Bohner

2 NOES: None

3 ABSENT: Schlager

4 ABSTAIN: None

5
6 **AUDIENCE PARTICIPATION** None

7
8 **BUSINESS ITEMS**

9
10 **PUBLIC HEARINGS**

11
12 **06/0726.1 Consideration of Proposed 30-Unit Mixed-Use Medical and Retail**
13 **Commercial Development at 1008 Sepulveda Boulevard**
14

15 Commissioner Lesser disclosed that he is a friend of the architect, but he has no personal interest
16 in the project and feels he can consider the item fairly.
17

18 Associate Planner Moreno summarized the staff report. He said that concerns were raised at the
19 previous meeting regarding the location of a commercial loading space; installing a traffic signal
20 at the intersection of 10th Street and Sepulveda Boulevard; security for the parking garage; hours
21 of operation; and placing a red curb to restrict parking on 10th Street. He commented that
22 concerns were raised at the last hearing that the proposed location of the commercial loading
23 space would cause circulation, parking, and safety concerns and that a separate loading space be
24 provided. He indicated that the applicant has provided a separate loading area adjacent to the
25 building. He said that the loading space is deficient in length by 4 feet; however, staff has
26 evaluated the location and finds the design of the space to be appropriate. He pointed out that
27 Condition 17 of the draft Resolution prohibits larger delivery vehicles that cannot fit into the
28 loading space after 7:30 a.m. daily, and no deliveries would be allowed on Sundays or holidays.
29 He said that three compact spaces are proposed to be provided, which would each only be
30 deficient in width by 6 inches. He said that staff and the City's Traffic Engineer have found the
31 parking layout to be appropriate. He indicated that the Commissioners expressed concern to staff
32 that a study should be conducted for installing a traffic signal at Sepulveda Boulevard and 10th
33 Street, and the applicant has agreed as reflected in Condition 18 of the draft Resolution to
34 provide a fair share contribution towards a future traffic study to determine the feasibility and
35 impact of a traffic signal at the intersection. He commented that the applicant would also be
36 required to pay a fair share for installing a signal if it is determined that it should be required. He
37 said that the Traffic Engineer does not recommend that the signal be installed at this time.
38

39 Associate Planner Moreno indicated that the Commissioners expressed concern at the last
40 meeting regarding security with the parking garage remaining open 24 hours. He said that the

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1 applicant has proposed two security gates at the two main entry points off of Sepulveda
2 Boulevard. He commented that Conditions 19 to 23 provide detailed requirements for the
3 operation of the lower parking area. He said that an intercom system from the garage to the
4 individual units and automatic exit using a vehicle detection system would be provided. He said
5 that the applicant is requesting hours of operation for the coffee shop use of 5:30 a.m. to 11:00
6 p.m. seven days a week; for the pharmacy of 7:00 a.m. to 7:00 p.m. Monday through Friday; and
7 for the medical offices of 7:00 a.m. to 7:00 p.m. Monday through Friday and 8:00 a.m. to 2:00
8 p.m. on Saturday. He indicated that Condition 16 of the draft Resolution addresses the hours of
9 operation. He commented that staff feels the hours are adequate for the proposed uses on the
10 site. He said that the Commissioners also suggested placing a red curb on the southerly curb of
11 10th Street between the driveway for the development and Sepulveda Boulevard. He said that
12 there currently is a red curb on the area of concern, and Condition 41 also restricts vehicles
13 exiting the project driveway onto 10th Street from turning left toward the residential area. He
14 stated that the traffic engineer is recommending that the existing red curb remain in the area.

15
16 Commissioner Lesser asked the impact if the applicant decides to change the retail component.

17
18 Associate Planner Moreno said if it is determined that a pharmacy would not be successful at the
19 site, staff would work with the applicant to produce a type of business that would work. He
20 pointed out that a pharmacy would only be about 700 square feet. He said that a change in the
21 type of business from a pharmacy would not necessarily come back before the Planning
22 Commission.

23
24 Commissioner Lesser said that he has a concern that a security gate at the entrance of the parking
25 structure from Sepulveda Boulevard could create an issue with stacking of cars. He asked
26 whether staff feels one gate would be sufficient.

27
28 Associate Planner Moreno said that the traffic engineer indicated that he did not feel the backing
29 up of cars on Sepulveda Boulevard to enter the parking structure would create an issue.

30
31 In response to a question from Commissioner Lesser, Associate Planner Moreno said that the
32 parking a requirement for the site is 127 spaces. He indicated that 119 parking spaces are
33 proposed to be provided, of which 3 would be compact. He commented that staff feels that
34 compact spaces normally are not very functional; however, staff feels in this case they act more
35 as full size spaces and are only 6 inches narrower than a full size space. He said that the compact
36 spaces have been located in strategic areas where they can be more easily accessed.

37
38 Commissioner Lesser asked staff's policy regarding compact spaces.

39
40 In response to a question from Commissioner Lesser, Associate Planner Moreno indicated that

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1 the consideration of incorporating compact spaces is determined on a case by case basis
2 according to the circulation and design of the parking area.

3
4 In response to a question from Commissioner Lesser, Associate Planner Moreno said that there
5 would not be a right turn deceleration lane from Sepulveda Boulevard to the project. He pointed
6 out that the size of the development is not sufficient to justify a deceleration lane. He
7 commented that the driveway would be made wider to allow easier access from Sepulveda
8 Boulevard.

9
10 In response to a question from Commissioner Lesser, Associate Planner Moreno said staff feels
11 the length of the loading area as proposed would be sufficient to allow for deliveries to the
12 development, and staff feels the types of delivery vehicles visiting the site can be controlled. He
13 indicated that restricting larger vehicles accessing the site after 7:30 a.m. will also help to
14 mitigate concerns.

15
16 Commissioner Powell stated that page 2 of the staff report indicates that Condition 18 of the
17 draft Resolution prohibits larger delivery vehicles that cannot fit into the loading space after 7:30
18 a.m. daily and that no deliveries shall be permitted on Sundays and holidays. He pointed out that
19 the condition referred to actually is Condition 17 rather than 18. He indicated that he has a
20 concern with deliveries occurring on Saturdays. He asked whether a photometric plan had been
21 submitted and whether it is part of the total lighting plan.

22
23 Associate Planner Moreno said that the photometric plan is handled as part of the plan check
24 process. He indicated that there is a condition requiring that a complete plan be submitted to the
25 City which meets Code requirements. He commented that the photometric plan is a component
26 of the overall comprehensive lighting plan. He said that there is very low level lighting proposed
27 that would be shielded away from the residential properties to the east.

28
29 Commissioner Powell asked whether a signage plan is included as part of the conditions.

30
31 Associate Planner Moreno said that there is a condition requiring a signage program for the site.

32
33 Commissioner Powell asked about hours that have been approved for other medical offices and
34 pharmacies within the City.

35
36 Associate Planner Moreno said that hours for offices vary according to the type of use. He
37 indicated that closing hours for coffee shops within the City vary based on location from
38 approximately 11:00 p.m. to 1:00 a.m. He said that the pharmacy is in conjunction with the
39 medical office use.

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1 Commissioner Seville-Jones said that she felt the proposal for large deliveries to occur before
2 7:30 a.m. would work when the office building was proposed to begin operating hours at 8:00
3 a.m. because patients would arrive after deliveries occur. She indicated that with operating hours
4 now proposing to begin at 7:00 a.m., she has a concern that large deliveries would occur while
5 patients are parking during the same time. She said that she is concerned that patients would
6 park at the upper level and large trucks would not be able to pull into the loading area. She
7 indicated that the trucks would instead park on 10th Street, which could disturb the neighbors.

8
9 Associate Planner Moreno said that the applicant intends to control the size of delivery vehicles
10 that visit the site. He indicated that the applicant does not anticipate large vehicles coming to the
11 site. He commented that staff also does not anticipate that there would be large delivery vehicles
12 visiting the site. He stated that the CC&Rs could control any conflict between patient parking for
13 the medical offices and delivery vehicles.

14
15 Commissioner Seville-Jones asked whether some parking spaces on the upper level could be
16 possibly be restricted for parking and allocated for deliveries during early morning hours. She
17 asked whether any other coffee shops located near residences open at 5:30 a.m.

18
19 Associate Planner Moreno commented that the only coffee shop that staff is aware of that opens
20 at 5:30 a.m. near residences is the Manhattan Bread & Bagel at 1800 Sepulveda Boulevard.

21
22 In response to a question from Commissioner Seville-Jones, Associate Planner Moreno said that
23 119 parking spaces are proposed for the site.

24
25 Commissioner Seville-Jones said that one of the fundamental premises for allowing the
26 requested zoning change was that a large commercial structure could not be built directly behind
27 the existing residences as part of any future development. She asked whether it can be ensured
28 that the zoning change will not result in any future large commercial development on the site
29 abutting up to the property line and that the setbacks and landscaping as proposed would
30 continue to remain.

31
32 Associate Planner Moreno pointed out that any new project would need to go through the public
33 hearing process, and staff would take into consideration the sensitivity of any future project to
34 issues concerning the adjacent residences to the east.

35
36 Director Thompson commented that documenting the intent of granting the Zoning Change can
37 be included in the findings of the Use Permit as well as in the Zoning Change Amendment. He
38 said that a condition of approval can also be included which specifies the importance of
39 maintaining the setback to the adjacent residences.

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1 **Louie Tomaro**, the project architect, said that the compact parking spaces would be 8 feet wide
2 by 18 feet long between the columns and have an additional width that is part of the area behind
3 the column. He indicated that the analysis by their traffic engineer show a peak demand of 109
4 parking spaces, and 119 are proposed. He indicated that two gates to the parking garage are
5 proposed to have key codes. He stated that the loading zone as proposed would be sufficient for
6 the intended use, and they would not anticipate any trucks larger than could be accommodated.
7 He commented that they do not anticipate any trucks larger than UPS type delivery trucks at any
8 time. He said that if the Commission felt that 35 feet is necessary for a loading area, another
9 parking space could be eliminated to lengthen the loading zone which would eliminate the need
10 for a Variance. He said that the loading area would be in a strategic spot to allow for easy access
11 to speed up deliveries and for trucks to maneuver with a large turning radius. He stated that in
12 talking to potential tenants, they felt office hours of 8:00 a.m. to 5:00 p.m. on Saturday would be
13 more appropriate than 8:00 a.m. to 2:00 p.m.

14
15 **Jeff Captain**, the project architect, showed an animation of the proposed building design.

16
17 In response to a question from Commissioner Lesser, **Mr. Tomaro** said that the glass used on the
18 structure would be non reflective.

19
20 Commissioner Seville-Jones asked whether opening at 5:30 a.m. is necessary for the commercial
21 feasibility of a coffee house use in the development or whether a later opening time would be
22 acceptable to the applicant.

23
24 In response to a question from Commissioner Seville-Jones, **George Apostol**, 1000 block of 6th
25 Street, said that no specific tenant is proposed at this time, and they wanted to allow the most
26 flexibility in order to maximize the potential viability of the space. He indicated that they felt
27 any limitation would potentially limit the ability to operate a business at the site, and they wanted
28 to offer the maximum for hours of operation. He commented that employees of major chains of
29 coffee shops tend to arrive fairly early in order to prepare to open. He indicated that people will
30 sit at some coffee shops until midnight or 1:00 a.m.; however, they decided to request hours for
31 the proposed use until 11:00 p.m. because of the close proximity to residences. He stated that the
32 physicians who perform outpatient procedures tend to begin seeing patients at earlier hours. He
33 indicated that he has spoken with a pediatrician who prefers to offer hours until 5:00 p.m. on
34 Saturdays when children are not at school. He said that they would like for the office hours to be
35 permitted from 7:00 a.m. until 7:00 p.m. during the week and 8:00 a.m. to 5:00 p.m. on
36 Saturdays in order to allow doctors the flexibility to see patients after working hours. He said
37 that they would like the coffee shop to have the flexibility of being open seven days a week.

38
39 **Steve Taylor**, a resident of the 1100 block of 10th Street, said that he likes the design of the
40 project. He indicated that his concern is regarding larger delivery trucks visiting the development

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1 that would park on 10th Street adjacent to his driveway. He commented that it is difficult to exit
2 from his driveway with a large truck blocking the view along Sepulveda Boulevard.

3
4 Director Thompson said that staff can evaluate the subject section of 10th Street and have
5 portions of the curb painted red to increase visibility if there is an issue. He commented that staff
6 does not feel it would be appropriate to require placing an additional area of red curbing on 10th
7 Street as a condition, as it is important to have flexibility for changes to the public right-of-way
8 when the need arises. He commented that in some cases there is an issue with the loss of parking
9 resulting from increasing the amount of red curb on a street, but it may not be as much of an
10 issue in the subject area.

11
12 In response to a question from Chairman Bohner, Director Thompson said that staff will work
13 with **Mr. Taylor** to evaluate the incorporation of additional red curbing.

14
15 Chairman Bohner closed the public hearing.

16
17 Commissioner Lesser indicated that the proposed design takes advantage of existing topography,
18 and the scale does not overwhelm the neighboring properties. He said that he would be in favor
19 of the zoning change from residential to commercial as proposed. He commended the architect
20 and applicant for trying to work with the neighbors. He also commended the architect in arriving
21 at a design which complies with the General Plan and takes advantage of the Sepulveda
22 Boulevard guidelines, which has resulted in a better project. He said that he appreciates the full
23 size parking spaces and the incorporation of a small retail use. He said that he can make the
24 findings to support the project.

25
26 Commissioner Powell said that he concurs with the comments of Commissioner Lesser and
27 commended the architect for working with the neighbors and providing more than the required
28 setbacks. He said that he feels the design is outstanding and that the concerns expressed at the
29 last meeting have been appropriately addressed. He said that he feels the findings can be
30 sustained, and the project is in compliance with the General Plan. He said that he also has a
31 concern with maintaining the buffer to the neighboring residential properties into the future, and
32 he would want to be sure that the buffer as proposed remains permanently in order to conclude
33 that it is appropriate to rezone. He commented that the buffer to the adjacent residential
34 properties provided by the setback and landscaping allows him to support the project, and he
35 would hate to see it lost in the future. He said that that as long as it is clearly specified in the
36 findings, the buffer should remain for future developments. He said that he feels all of the
37 findings can be sustained for the Variance, the Zoning Code Amendment, the General Plan
38 Amendment, and the Conditional Use Permit. He indicated that he supports the project.

39
40 Commissioner Seville-Jones said that she also supports the project. She indicated that she agrees

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1 with the comments of the other Commissioners regarding the project and the manner in which
2 the architect has worked with the community. She said that she has a concern with
3 memorializing the determinations with respect to why the zoning change is being permitted. She
4 suggested adding wording to finding E on page 1 of the draft Resolution for the Zoning Change
5 to state: "The effect of the proposed amendment is to provide for the underlying General Plan
6 and Zoning land use designations to accommodate a request to allow the development of a mixed
7 use office/retail use for the site with low impact structures and setbacks from the residential area
8 on the rezoned property." She suggested adding language to Finding F to read: "The changes are
9 consistent with the existing development patterns on the subject site and on the surrounding sites
10 as the area has historically been, and is currently used as a commercial parking lot, which is also
11 compatible with the property located south of the subject site. The new building will be 42 feet
12 form the rear property line with an 8 foot wide landscaped area and a driveway ramp on the rear
13 of the property that would step down the intensity of the use from the commercial district to the
14 MR district on the east, and this was an important consideration of the Planning Commission."

15
16 Chairman Bohner suggested placing the language in the Resolution for the Use Permit as well as
17 the Resolution for the Zone Change Amendment.

18
19 Commissioner Lesser asked whether the additional language as suggested may be too specific.

20
21 In response to a question from Commissioner Seville-Jones, Director Thompson commented that
22 the Commissioners can propose specific language to the draft Resolution, with the understanding
23 that staff may edit it. He said that the language as proposed would provide justification for the
24 Commission allowing the Zone Change, and it would also be appropriate to include in the
25 findings for the Use Permit. He commented that staff might suggest including language in the
26 findings of the Zone Change Amendment that was more general and including more specific
27 language for the Use Permit.

28
29 Commissioner Seville-Jones said that she would like the language to be included in the findings
30 for the Zoning Change Amendment as well as the Use Permit.

31
32 Director Thompson commented that the language in the Zoning Change may not be as specific as
33 in the Use Permit. He suggested language to state that the majority of the property that is being
34 rezoned is being dedicated to a separation between residential and commercial activities and
35 buildings, and landscaping is provided in this area.

36
37 Chairman Bohner said that he agrees with the other Commissioners that it is appropriate to make
38 sure that any future project on the site not become a large commercial development that
39 encroaches into the residential area. He commented that he feels it is appropriate to include
40 language in the findings for the Use Permit and Zoning Change Amendment to clarify the

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1 concern expressed by the Commission that the buffer which is provided by the subject project be
2 maintained in the future. He stated that he feels the applicant has worked well with the staff and
3 community to address the concerns previously expressed by the Commission at the prior hearing.
4 He said that the loading dock area has been addressed adequately. He commented that he does
5 not believe that large delivery trucks would visit the site very often given the nature of the
6 project, and he does not feel that an issue would arise with the restriction that any large deliveries
7 are to occur before 7:30 a.m. He said that he does not oppose opening hours for the coffee shop
8 at 5:30 a.m. He commented that he would not anticipate that there would be many customers at
9 that hour but rather only a few employees. He commented that considering the possibility of
10 placing a red curb along the east side of the building would address **Mr. Taylor's** concern. He
11 said that he does not oppose hours of operation for the offices of 8:00 a.m. to 5:00 p.m. on
12 Saturdays. He stated that he feels security for the garage has been addressed. He said that the
13 scale of the development would fit in with the neighborhood; the building would not be overly
14 bulky; and the project would be a great addition to the community.

15
16 Commissioner Seville-Jones said that she imagines there would be some large deliveries, and she
17 is still concerned with large trucks visiting the site. She commented that having large deliveries
18 occur early in the morning in order to not interfere with parking on the upper level is a good
19 solution. She said that she would want to restrict deliveries from occurring too early in order to
20 avoid disturbing the neighboring residences. She suggested restricting parking in two of the
21 parking spaces on the upper level to allocate them for delivery trucks during early morning hours.
22 She commented that she is concerned that deliveries occurring up to 7:30 a.m. would overlap and
23 conflict with parking for the medical offices with hours beginning at 7:00 a.m. as proposed.

24
25 Chairman Bohner said that he does not imagine that the development would have large deliveries
26 except on a very infrequent basis, and he is not sure it is necessary to limit parking spaces on the
27 upper level. He commented that he would support restricting deliveries from occurring too early
28 and suggested permitting hours for deliveries between 6:30 a.m. and 7:30 a.m. He said that he
29 has not seen any evidence that large delivery trucks are anticipated to visit the site.

30
31 Commissioner Lesser said that he shares the concerns of Commissioner Seville-Jones, but he
32 feels the Commissioners should defer to whether staff is comfortable that large delivery trucks
33 would not become an issue. He commented that he imagines that any moving trucks that would
34 visit the site would use Sepulveda Boulevard during hours when they would not impact traffic.

35
36 Director Thompson stated that typical complaints staff receives regarding deliveries are when
37 they occur too early and generate noise. He commented that a coffee shop use might have
38 deliveries with larger trucks. He said that he would suggest that large deliveries be permitted to
39 occur between 6:30 a.m. and 8:00 a.m. He pointed out that the management of the building
40 would place restrictions on large delivery trucks if they do interfere with the office uses.

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Commissioner Seville-Jones said that she is concerned that large delivery trucks would park on 10th Street because they could not be accommodated in the loading area with patients parking at the same time. She questioned the reasoning behind the conflict of restricting large deliveries to occur before 7:30 a.m. and allowing hours for the offices to begin at 7:00 a.m. She said that she would rather have the findings specify that no large deliveries to the site shall occur unless it is off of Sepulveda Boulevard during appropriate hours. She said that it appears inconsistent to allow deliveries until 7:30 with people parking for the offices at 7:00 a.m.

Director Thompson said that staff does not feel a conflict would occur during early hours at 7:00 a.m. He pointed out that allowing operating hours at 7:00 a.m. for the offices does not necessarily mean that there would be a large number of patients arriving at that hour. He said that the large majority of patients would arrive at 9:00 a.m. or 10:00 a.m., which are the hours that any large trucks should be restricted. He suggested that the deliveries be restricted to occur no earlier than 7:00 a.m. to avoid creating a noise concern to the neighbors. He indicated that the building managers would restrict deliveries from occurring during later hours if it becomes a conflict. He pointed out that it would not be a facility that would have many large deliveries. He said that most complaints staff receives are regarding deliveries occurring too early.

Chairman Bohner suggested restricting deliveries before 7:00 a.m.

Commissioner Seville-Jones said that she would suggest restricting parking in two parking spaces on the upper level between 7:00 a.m. and 9:00 a.m. and designate them for loading only in order to accommodate larger trucks.

In response to a comment from Commissioner Powell, Director Thompson said that a requirement for appropriate signage restricting parking and designating the spaces for loading only between 7:00 a.m. and 9:00 a.m. can be included as part of the condition.

Commissioner Seville-Jones asked regarding the latest time which deliveries would be permitted.

Mr. Apostol stated that he has researched the loading zone and has spoken with representatives of UPS, Federal Express, and the U.S. Postal Service. He indicated that the size of delivery trucks that visit the site would be the same as those that deliver in residential neighborhoods, which are no more than 21 feet in length and 7 ½ feet in width. He commented that it would not be feasible for a 35 foot vehicle to drive in and back out of the upper parking area. He indicated that he would prefer to permanently remove a parking space and make the loading area 35 feet rather than restrict parking in two spaces. He indicated that it would be very difficult to enforce a condition allocating two parking spaces for loading only during early hours. He said that he does not feel there is a problem with restricting delivery hours to not intrude on the neighbors, but he

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1 would not perceive a need to designate additional parking spots for loading only.

2
3 In response to a question from Chairman Bohner, **Mr. Apostol** said that the units would have
4 fresh items that are replenished often which only requires smaller deliveries. He stated that he
5 feels the space would be adequate for deliveries as proposed. He pointed out that delivery
6 companies use smaller vehicles as much as possible in order to avoid high fuel costs.

7
8 Chairman Bohner commented that he does not feel there would be any issue of deliveries
9 occurring late at night given the anticipated use of the building only opened for a limited period
10 of time.

11
12 **Mr. Apostol** commented that deliveries would occur only when occupants of the building are
13 present to receive them, and it is unlikely that any would occur late in the evening. He indicated
14 that they would also have a concern with the prime spaces on the upper level being further
15 limited, as it could restrict the coffee shop tenant's ability to run their business. He suggested
16 possibly painting a yellow curb on the eastern portion of 10th Street to allow for loading and
17 unloading only.

18
19 Commissioner Seville-Jones stated that the Commissioners comments are on the record as
20 having struggled with the issue of parking for large delivery trucks, and the solution is not really
21 known. She pointed out that it has been presented that large deliveries are not anticipated for the
22 site. She commented that the Commissioner's comments are on record, and the residents
23 understand that the Commission has a concern. She stated that the issue can be addressed in the
24 future if it turns out there are complaints. She commented that she would prefer not to lose a
25 handicapped or other parking space located close to the building in order to allow for deliveries.

26
27 Commissioner Seville-Jones suggested including wording in the findings to state that the project
28 as presented to the Commission as proposed does not include large delivery trucks.

29
30 Director Thompson stated that staff does not feel that large delivery trucks would create a
31 problem. He suggested including a finding that a reason the project is compatible with the area is
32 that it is anticipated the development would not generate large deliveries as proposed, which staff
33 could then refer to if a problem does arrive with large trucks. He pointed out that there are other
34 sections of the Code which restrict noise. He suggested no deliveries occurring between 7:00
35 p.m. and 7:00 a.m.

36
37 Commissioner Seville-Jones said that 5:30 for the restaurant seems early, and she would be more
38 comfortable with opening hours of 6:00 a.m. or 6:30 a.m. given that the lot is adjacent to
39 residences.

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1 The Commissioner expressed support for opening hours for the coffee shop at 6:00 a.m..

2
3 In response to a question from Commissioner Seville-Jones, Director Thompson stated that the
4 intent of the wording in Conditions 20 and 21 of the Use Permit is to encourage employees to
5 park in the lowest levels of the parking area. He pointed out that no spaces are proposed to be
6 assigned to specific offices, and Condition 20 includes that there be no assigned parking.

7
8 Commissioner Seville-Jones suggested adding a finding that rooftop equipment be screened.

9
10 Commissioner Lesser summarized that the commissioners suggested changes to include wording
11 to item E on page 1 of the draft Resolution to include: “. . . with low impact structures and
12 setbacks from the residential area on the rezoned property.”

13
14 Director Thompson suggested language be included in item F to read: “. . . The project as
15 proposed provides that the majority of the area being proposed for rezoning is open space which
16 is set back substantially to provide landscaping and a separation between commercial and
17 residential buildings.”

18
19 A motion was MADE and SECONDED (Lesser/Powell) to **ADOPT** the draft Resolution to
20 **APPROVE** Amendment No. 2007-1 to the Land Use Policy Map of the City of Manhattan
21 Beach General Plan amending the Land Use Designation from “Medium Density Residential” to
22 “General Commercial”; and Amendment to the City Zoning Map Amending the Zoning
23 Designation from “RM” (Residential Medium Residential) to “CG” (General Commercial) for
24 the rear 50 feet of the property located at 1000 Sepulveda Boulevard, with an amendment to
25 include the additions to Items E and F as proposed.

26
27 AYES: Lesser, Powell, Seville-Jones, Chairman Bohner

28 NOES: None

29 ABSENT: Schlager

30 ABSTAIN: None

31
32 A motion was MADE and SECONDED (Lesser/Powell) to **ADOPT** the draft Resolution to
33 **APPROVE** a Master Use Permit and Parking Reduction for a 25,350 Square Foot Medical
34 Office, Retail, and Restaurant Center, Variance for Size Reduction for a Commercial Loading
35 Space, Vesting Tentative Tract Map No. 68175 for Office Condominiums, and an Initial Study
36 and Negative Declaration of Environmental Impacts at 1000 Sepulveda Boulevard, with
37 amendments to include the addition of a finding with similar language to the Zoning Change
38 Amendment regarding maintaining a buffer and setback between commercial and residential
39 properties; to include a finding that the project will not attract large delivery trucks; to include a
40 restriction of deliveries between 7:00 p.m. and 7:00 a.m.; to include a requirement that the

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1 rooftop equipment be screened; to include changes in the hours of operation of the coffee shop to
2 be permitted from 6:00 a.m. to 11:00 p.m. daily and medical offices to be permitted from 8:00
3 a.m. to 5:00 p.m. on Saturdays; and that 119 parking spaces be provided.

4
5 AYES: Lesser, Powell, Seville-Jones, Chairman Bohner

6 NOES: None

7 ABSENT: Schlager

8 ABSTAIN: None

9
10 Director Thompson said that the project will be scheduled for a public hearing before the city
11 Council on July 17, 2007.

12
13 **DIRECTOR'S ITEMS**

14
15 Director Thompson commented that staff and the City Council had a meeting which included a
16 tour of 35 residential developments built under different regulations. He said that the City
17 Council has provided direction for staff to bring forward the recommendations of the
18 Mansionization Committee, and the presentations will be made to the Commission in July and
19 August.

20
21 **PLANNING COMMISSION ITEMS**

22
23 **TENTATIVE AGENDA: July 11, 2007**

24
25 **ADJOURNMENT**

26
27 The meeting of the Planning Commission was **ADJOURNED** at 8:25 p.m. in the City Council
28 Chambers, City Hall, 1400 Highland Avenue, to Wednesday, July 11, 2007, at 6:30 p.m. in the
29 same chambers.

30
31
32 _____
33 RICHARD THOMPSON
Secretary to the Planning Commission

31
32 _____
SARAH BOESCHEN
Recording Secretary



ENVIRONMENTAL CHECKLIST FORM

CITY OF MANHATTAN BEACH
COMMUNITY DEVELOPMENT DEPARTMENT

PROJECT INFORMATION

Project Title: Manhattan Medical Center - Mixed Use Medical Office, Retail and Restaurant Development

Project Location: 1008 Sepulveda Boulevard, located between 10th Street (south) and 11th Street (north), in the City of Manhattan Beach, Los Angeles County, Lots 15, 16, 17, and 18, Block 7, Tract 142.

Project Description: The project involves the following actions: Master Use Permit for a commercial building greater than 5,000 feet in size and lot area more than 10,000 square feet, parking reduction, Zone Change from "RM" to "CG" and a General Plan Amendment from Medium Density Residential to General Commercial for the rear 50-feet of the existing site, Variance for relief of Commercial Loading space requirements, Vesting Tentative Tract Map No. 68175 to allow Medical Office Condominiums, and, the demolition of the existing restaurant commercial structure.

The project site totals 28,053 square feet (.64 acres, after 12-foot Sepulveda Boulevard dedication). Existing development comprises of a single story 5,400 square foot restaurant with outdoor patio and 65 parking spaces. The proposed development encompasses the following:

Office Use:	22,970 sq. ft. (30 individual units vary in size)
Retail Use:	665 sq. ft.
Rest. Use:	<u>1,715 sq. ft.</u> (not including 515 sq. ft. outdoor dining area)
	25,350

The commercial site will provide a total of 116 full size on-site parking spaces designed as full size spaces. No tenants have been identified at this time; however the applicant has targeted the site for a mix of medical professional services, a pharmacy and a coffee shop. It is anticipated that the commercial uses will function as a neighborhood serving shopping area, providing goods and services to the surrounding residential neighborhood.



Lead Agency
 Name: City of Manhattan Beach, Community Development Dept.
 Address: 1400 Highland Avenue, Manhattan Beach, CA 90266
 Contact: Daniel Moreno, Associate Planner, (310) 802-5516

Applicant
 Name: 1008 Investment Group, LLC
 Address: 1001-6th Street, #100, Manhattan Beach, Ca. 90266
 Contact: George Apostol (310) 466-4841; Louie Tomaro, (310) 318-8089

Other agencies whose approval is required: CalTrans

LAND USE DESIGNATIONS

General Plan: General Commercial /Medium Density Residential
 Local Coastal Program: N/A
 Area District: I
 Zoning: CG /RM
 Surrounding Land Uses and Setting: Commercial Medical Office to the north; Multi-family (Medium Density) Residential to the east; Restaurant uses to the south (across 10th Street, and mixed use commercial to the west (across Sepulveda Boulevard). The environmental setting is urban developed land with undulating topography and no natural features. A grid pattern of arterial streets provides primary circulation for the area.

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact" as indicated by the checklist on the following pages.

Land Use and Planning	<input type="checkbox"/>	Biological Resources	<input type="checkbox"/>	Aesthetics	<input type="checkbox"/>
Population and Housing	<input type="checkbox"/>	Energy/Mineral Resources	<input type="checkbox"/>	Cultural Resources	<input type="checkbox"/>
Geological Problems	<input type="checkbox"/>	Hazards	<input type="checkbox"/>	Recreation	<input type="checkbox"/>
Water	<input type="checkbox"/>	Noise	<input type="checkbox"/>	Mandatory	
Air Quality	<input type="checkbox"/>	Public Services	<input type="checkbox"/>	Findings of Significance	<input type="checkbox"/>
Transportation/Circulation	<input type="checkbox"/>	Utilities/Service Systems	<input type="checkbox"/>		

DETERMINATION (to be completed by the Lead Agency)

On the basis of this initial evaluation:

I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.



I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because the mitigation measures described on an attached sheet have been added to the proposed project. A NEGATIVE DECLARATION will be prepared.



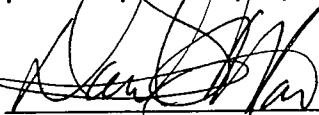
I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.



I find that the proposed project MAY have a significant effect(s) on the environment, but at least one effect: 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards; and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets, if the effect is a "potentially significant impact" or "potentially significant unless mitigated". An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.



I find that although the proposed project could have a significant effect on the environment, there WILL NOT be a significant effect in this case because all potentially significant effects (a) have been analyzed adequately in an earlier EIR pursuant to applicable standards and (b) have been avoided or mitigated pursuant to that earlier EIR, including revisions or mitigation measures that are imposed upon the proposed project.



Signature of Preparer

5/2/07

Date

DANIEL A. MORENO, ASSOCIATE PLANNER

Printed Name

Richard Thompson, Director of Community Development

Prepared For

	Potentially Significant Impact	Potentially Significantly Impact Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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ENVIRONMENTAL IMPACTS

1. Earth. Will the proposal result in:

- | | | | | |
|--|--------------------------|--------------------------|-------------------------------------|-------------------------------------|
| a. Unstable earth conditions or in changes in geological substructures? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b. Disruptions, displacements, compaction or over covering of the soil? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| c. Change in topography or ground surface relief features? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| d. The destruction, covering or modification of any unique geologic or physical features? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| e. Any increase in wind or water erosion of soils, either on or off the site? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| f. Changes in deposition or erosion of beach sand, or changes in siltation, deposition or erosion which may modify the channel of a river or stream or the bed of the ocean or any bay, inlet or lake? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| g. Exposure of people or property to geologic hazards such as earthquakes, landslides, mudslides, ground failure, or similar hazards? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

DISCUSSION: The project site is an east / west lot located at the northeast corner of 10th Street and Sepulveda Boulevard. The site is rectangular in shape and slopes from south to east with a drop in grade of approximately 16 feet which the new development will utilize to create a subterranean parking area along most of the property with ingress/egress on both 10th Street and Sepulveda Boulevard.

The property is currently developed with a single story 4,000 square foot commercial restaurant development. Additionally the site is predominantly covered by impervious surface (development and paved surfaces). The project proposal will demolish all existing development on the site and replace as described in the project description. The resultant development (surface parking and structures) will cover a majority of the site with the exception of proposed building setbacks and landscaping areas along the perimeter of the property. The proposed project will not create any significant changes in the topography of the site, nor create any significant impacts resulting from overcovering of the soil. There is a possibility of some soil erosion occurring during construction of the project, however this impact is not regarded as significant and will be of limited duration.

No significant topography changes other than excavation for the building's underground parking are proposed for the project. Required shoring and soils analysis pursuant to city standards will be completed prior to excavation.

Potentially Significant Impact	Potentially Significantly Impact Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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The project is located within an area that is known for geologic activity, and the potential for a geologic event (earthquake) always exists. This project, in and of itself, will not expose people to the threat of an earthquake and subject to compliance with all applicable development codes should minimize any potential risks.

Construction related soil erosion on the site shall be minimized by the following actions: (1) limit construction to dry weather; (2) covering exposed excavated materials during periods of rain; (3) protect excavated areas from flooding with temporary berms. Soil erosion after construction will be controlled by implementation of an approved landscape and irrigation plan.

2. Air. Will the proposal result in:

- | | | | | |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a. Substantial air emissions or deterioration of ambient air quality? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b. The creation of objectionable odors? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| c. Alteration of air movement, moisture, or temperature, or any change in climate, either locally or regionally? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

DISCUSSION: Preparation of the site could result in short-term exhaust emissions from construction vehicles and dust from temporary exposed soil. However, significant short-term effects will be avoided through required soil watering, compliance with applicable South Coast Air Quality Management District regulations, and use of emission sensitive equipment practices. The proposed office/retail/restaurant uses is not anticipated to generate a significant amount of emissions, and should be less than the existing restaurant use being eliminated from the site. The proposed project is anticipated to produce 1,647 vehicle trips per day (LLG report 4/9/07), which is an increase in vehicle traffic from the previous restaurant use, however the development is expected to draw business owners and employees locally from a housing rich urbanized area resulting in shorter than average vehicle trip distances. Long term mobile air emission pollutants are not associated with office/retail uses, and are not expected to impact the environment.

The project is below the daily threshold of potential significance for air quality for small office land uses pursuant to Table 6-2 of the SCAQMD handbook.

The project site is located within the South Coast Air Basin which exceeds State and Federal ambient air quality standards. Regulation of air quality within this region is addressed in the 1991 Air Quality Management Plan (AQMP). Implementation of the AQMP is the responsibility of several agencies, including: Environmental Protection Agency; Air Resources Board; South Coastal Air Quality Management District; Southern California Association of Governments; and, local government.

Pursuant to the CEQA Air Quality Handbook, prepared in 1993 by the South Coast Air Quality Management District (SCAQMD), the project scope does not fall into the category of a potentially significant air quality impact. It is anticipated that construction related activities will generate impacts upon air quality as a result of demolition, site clearance, excavation and construction related travel to and from the site. These impacts will be short-term and can be controlled by frequent watering of the site and adequate site maintenance during

	Potentially Significant Impact	Potentially Significantly Impact Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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construction. Exhaust emission from construction related equipment would create only short-term impacts and would not have significant effects upon State or local air quality standards.

The developer shall require that all construction activity comply with applicable SCAQMD regulations, including Rule 402 and Rule 403.

3. Water. Will the proposal result in:

- | | | | | |
|---|--------------------------|--------------------------|-------------------------------------|-------------------------------------|
| a. Changes in currents, or the course or direction of water movements, in either marine or fresh waters? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b. Changes in absorption rates, drainage patterns, or the rate and amount of surface runoff? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| c. Alterations to the course or flow of flood waters? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| d. Change in the amount of surface water in any water body? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| e. Discharge into surface waters, or in any alteration of surface water quality, including but not limited to temperature, dissolved oxygen or turbidity? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| f. Alteration of the direction or rate of flow of ground waters? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| g. Change in the quantity of ground waters, either through direct additions or withdrawals, or through interception of an aquifer by cuts or excavations? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| h. Substantial reduction in the amount of water otherwise available for public water supplies? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| i. Exposure of people or property to water related hazards such as flooding or tidal waves? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| j. Significant changes in the temperature, flow, or chemical content of surface thermal springs? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

DISCUSSION: The project site is not located in the vicinity of any bodies of water which could be significantly impacted. The development will continue to have a large area of impervious surface which decreases the surface absorption rate, however given the developed nature of the property the impervious surface areas are not considered significant and will not generate significant impacts upon runoff. There will be no significant demand for water generated by the office/retail/restaurant uses and therefore, there would be no impact on any local aquifer. The City generally experiences only local ponding associated with severe rain storms. The proposed project will not exacerbate conditions at the subject site or in the surrounding area. Compliance with the City's Building and Public Works requirements should mitigate any water related impacts associated with the project.

4. Plant Life. Will the proposal result in:

- | | | | | |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a. Change in the diversity of species, or number of any species of plants (including trees, shrubs, grass, crops, and aquatic plants)? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|

	Potentially Significant Impact	Potentially Significantly Impact Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
b. Reduction of the numbers of any unique, rare or endangered species of plants?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Introduction of new species of plants into an area, or in a barrier to the normal replenishment of existing species?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Reduction in acreage of any agricultural crop?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

DISCUSSION: As indicated in the project description, the project consists of a mixed office and retail commercial development located on a developed site within an urbanized area that has no agricultural potential. The site does not provide a habitat for any rare or endangered plants, and therefore the development does not have any potential for impact upon these resources. The new development will be appropriately landscaped and irrigated with materials known to this area, and therefore will not introduce any species of plant that could serve as a barrier to the replenishment of native plants.

5. Animal Life. Will the proposal result in:

- | | | | | |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a. Change in the diversity of species, or numbers of any species of animals (birds, land animals including reptiles, fish and shellfish, benthic organisms or insects)? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b. Reduction of the numbers of any unique, rare or endangered species of animals? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| c. Introduction of new species of animal into an area, or result in a barrier to the migration or movement of animals? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| d. Deterioration to existing fish or wildlife habitat? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

DISCUSSION: As indicated in the project description, the project consists of a mixed office/retail commercial development located on a developed site within an urbanized area. The site does not provide a habitat for any rare or endangered animals, and therefore the development does not have any potential for impact upon these resources. The new development will not result in the introduction of new species of animal nor result in a barrier to the migration or movement of existing species.

6. Noise. Will the proposal result in:

- | | | | | |
|--|--------------------------|--------------------------|-------------------------------------|-------------------------------------|
| a. Increases in existing noise levels? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| b. Exposures of people to severe noise levels? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

DISCUSSION: Short term noise impacts will result during the demolition and construction phases of the project. The residential properties to the east and adjacent to the site would represent sensitive noise receptors that may be impacted by the construction activities. The City's construction hours are 7:30 a.m. to 6 p.m., Monday through Friday, and 9 a.m. to 6 p.m. on Saturday. No work will occur on Sundays nor holidays. Given the hours of construction, the location of the site within an urban environment, and ambient noise related to Sepulveda Boulevard, construction related noise impacts are not expected to be significant. Compliance with the City's Noise Ordinance should limit any noise impacts to a level of insignificance.

Potentially Significant Impact	Potentially Significantly Impact Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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The project, during construction and operation, shall comply with all applicable regulations of the City's Noise Ordinance. The developer shall be required to meet with the City's Residential Construction Officer prior to the issuance of a building permit to address construction related issues. The developer shall notify adjacent residential neighbors in advance of construction activities and provide a contact name and telephone number to allow expression of community concerns. The type of notification utilized will be at the discretion of the developer subject to approval by the City of Manhattan Beach, Community Development Department.

7. Light and Glare.

- a. Will the proposal produce new light or glare? ☐ ☐ ☒ ☐

DISCUSSION: The proposed project represents an intensification of the subject site and it is expected that the project will create additional sources of light and glare such as parking lot lighting, security lighting, interior lighting, and exterior glass finish from the proposed commercial project. All exterior lighting will be required to be directed and shielded to eliminate any glare potential to the residential properties to the east. New indirect light will be produced by the project primarily in the form of interior space lighting transmitting through windows. Such light is typically not a concern but will be minimized as the building is located 38 feet from the residential properties to the east and with lighting efficiency design. Compliance with the City's Zoning Code (10.60.120 D.1&2) regarding the reduction in impacts from "Glare" should reduce any potential impacts to a level of insignificance.

8. Land Use.

- a. Will the proposal result in a substantial alteration of the present or planned land use of an area? ☐ ☐ ☒ ☐

DISCUSSION: The front 150 feet of the property is currently designated "General Commercial" by the Land Use Element of the Manhattan Beach General Plan, and zoned "CG" (Commercial, General) to correspond with the General Plan designation. The rear 50 feet is currently designated "Residential Medium Density" by the Land Use Element of the General Plan, and zoned "RM" Medium Density Residential.

The proposed commercial component of the project is allowed (pursuant to a Use Permit) within the implementing "CG" zoning district. Because of the size of the commercial development (in excess of 5,000 square feet) the proposed project requires approval of a Master Use Permit (MBMC 10.16.020 B).

The rear 50 feet of the commercial component of the project was used for years as a parking area, however it is not an identified use within the "CG" zoning district. Because the project would utilize this area for parking and circulation it requires an amendment to the General Plan as well as a change in the underlying zoning district to reflect the commercial use as proposed. The proposed General Plan amendment will also be processed concurrent with the zone change and land use entitlement. The General Plan amendment must be initiated and effective prior to the effective date of the zone change and permit approvals.

	Potentially Significant Impact	Potentially Significantly Impact Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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Based on the proposed uses, the subject proposal is required to provide a 12' x 35' x 14' commercial loading space (MBMC Section 10.64.030). The applicant has filed a Variance application seeking relief from this requirement.

The immediate area surrounding the site (north, south and west) are commercially zoned and developed accordingly. The properties to the east are zoned "RM" (Residential, Medium Density).

Based upon the predominant commercial character within the vicinity of the project site, and subject to the appropriate land use entitlements, it is felt that the proposed project does not represent any significant impacts relative to land use.

The applicant is proposing the following land use entitlements:

(1) Master Use Permit for the Commercial component and parking reduction; (2) General Plan Amendment from "Medium Density Residential" to "General Commercial" for the commercial component at the rear 50 feet of the property; (3) Zone Change from "RM" to "CG" for the Commercial component; (4) Variance for relief from a required Commercial Loading Space, and (5) Vesting Tentative Tract Map No 68175 for medical condominium use.

9. Natural Resources. Will the proposal result in:

- | | | | | |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a. Increase in the rate of use of any natural resources? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b. Substantial depletion of any nonrenewable natural resources? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

DISCUSSION: The use of natural resources to meet the basic operational needs of the proposed project would not create a demand considered substantial. The project will be required to comply with the State Energy Conservation Standards for New Non-residential Buildings (Title 24, Par. 6, and Article 2 of the California Administrative Code). These regulations establish mandatory maximum energy consumption levels, as well as requiring energy conserving design features.

The developer shall comply with Title 24 of the California Administrative Code relative to the State Energy Conservation Standards for a New Non-residential Building.

10. Risk of Upset. Will the proposal involve:

- | | | | | |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a. A risk of an explosion or the release of hazardous substances (including, but not limited to oil, pesticides, chemicals or radiation) in the event of an accident or upset conditions? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b. Possible interference with an emergency response plan or an emergency evacuation plan? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

DISCUSSION: The project, as proposed and under expected operation, will not create any risks associated with explosion or release of hazardous substances. The use of the site for general office/retail purposes does not typically involve the type of activity that could result in a substantial risk of explosion or hazardous substance release. Other than general household chemicals, and chemicals required for general retail operation, it is not expected that significantly hazardous substances will be stored or utilized on the site.

	Potentially Significant Impact	Potentially Significantly Impact Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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The project has been reviewed by both the City of Manhattan Beach Police and Fire Departments with no indication that the proposal has the potential to impact emergency response or evacuation plans. The project will again be reviewed by these Departments prior to both the entitlement and permit stage. Any potential impacts identified by either of these Departments will be appropriately addressed.

11. Population.

- a. Will the proposal alter the location, distribution density, or growth rate of the human population of an area?

☐ ☐ ☐ ☒

DISCUSSION: No residential dwellings would be created, removed, or needed by the proposed project, nor would the project employ a significant amount of people that would change the location, density, or growth rate of the human population of the area.

12. Housing.

- a. Will the proposal affect existing housing, or create a demand for additional housing?

☐ ☐ ☐ ☒

DISCUSSION: In the "CG" commercial zone no residential development is permitted. The proposed project would not affect existing housing or intended for residential use, therefore the project does not eliminate any presumed housing opportunities.

It is possible that future employees of the commercial uses of the project may wish to reside in the immediate vicinity. This increase is not regarded as significant and can be accommodated by the existing housing stock.

13. Transportation/Circulation. Will the proposal result in:

- a. Generation of substantial additional vehicular movement?
- b. Effects on existing parking facilities, or demand for new parking?
- c. Substantial impact upon existing transportation systems?
- d. Alterations to present patterns of circulation or movement of people and/or goods?
- e. Alterations to waterborne, rail or air traffic?
- f. Increase in traffic hazards to motor vehicles, bicycles or pedestrians?

☐ ☐ ☒ ☐

☐ ☐ ☒ ☐

☐ ☐ ☐ ☒

☐ ☐ ☒ ☐

☐ ☐ ☐ ☒

☐ ☐ ☐ ☒

DISCUSSION: The commercial use of the project is accessed from driveways located on 10th Street (south) and Sepulveda Boulevard (west). These driveways allow direct access to 116 full size on-site parking spaces.

Potentially Significant Impact	Potentially Significantly Impact Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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Based on the proposed mix of uses the site is required to provide 124 on-site parking spaces (Office Use, 1 per 200 sq. ft; retail use, 1 per 200 sq. ft., and restaurant use with take-out, 1/75 of gross floor area) per city codes. The applicant is proposing 116 full size parking spaces. The Manhattan Beach Zoning Code (Section 10.64.040) allows up to a 15% parking reduction for the collective provision of parking for multi-use developments. Additionally Section 10.64.050 (B) allows for an unspecified parking reduction, through the Use Permit process, based upon evidence provided in a parking demand study.

The project is proposed to provide adequate parking to its users with 104 spaces located at a two level subterranean parking garage and a 12-space surface parking lot for a total of 116 spaces. A parking forecast analysis completed as part of the traffic and parking study indicates a maximum hourly demand of 109 spaces. The overall vehicle and pedestrian circulation design for the project has been reviewed by the City's Traffic Engineer and found to be adequate.

A Traffic and Parking Study for the project prepared by Linscott, Law and Greenspan (April 9, 2007) is available for public review at Manhattan Beach City Hall. The purpose of this study is to evaluate the potential traffic impacts of the proposed project on the streets and intersections within the vicinity of the site. The report is intended to be consistent with the City's requirements as well as the traffic impact assessment guidelines set forth in the 2004 Congestion Management Program (CMP) for Los Angeles County. The following intersections were studied:

- Sepulveda Boulevard at Manhattan Beach Boulevard
- Sepulveda Boulevard at 10th Street
- Sepulveda Boulevard at 8th Street
- Sepulveda Boulevard at 2nd Street
- Poinsettia Avenue at 10th Street
- Meadows Avenue at 10th Street

This evaluation identified three study intersections which currently operate at Level of Service (LOS) D or better during the AM and PM peak hours. The remaining intersections of Sepulveda Boulevard at Manhattan Beach Boulevard and 10th Street currently operate at LOS F for the AM peak, and LOS F for the PM peak. The intersection of Sepulveda Boulevard at 2nd Street currently operates at LOS E for the AM peak and LOS D for the PM peak.

The Traffic Impact Study prepared by Linscott, Law and Greenspan was found to be complete and satisfactory by the City Traffic Engineer. The study also considered left turn exiting the project driveway on 10th Street and if the project is conditioned to prohibit an outbound left turns, a small percentage of traffic would be redirected away from the residential neighborhood which would incrementally impact the intersection of Sepulveda Boulevard at 10th Street. A condition should be imposed to have the developer provide a fair-share contribution towards a future traffic study to determine the feasibility and possible adverse affects of a new traffic signal at this location.

The result of the traffic analysis found that the proposed project will not significantly impact any of the six key study intersections, when compared to the City of Manhattan Beach LOS standards and significant impact criteria specified in the report. The study identified one mitigation measure at Sepulveda Boulevard/10th Street.

	Potentially Significant Impact	Potentially Significantly Impact Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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14. Public Services: Will the proposal have an effect upon, or result in a need for new or altered governmental services in any of the following areas:

- | | | | | |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a. Fire protection? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b. Police protection? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| c. Schools? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| d. Parks or other recreational facilities? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| e. Maintenance of public facilities, including roads? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| f. Other governmental services? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

DISCUSSION: The subject location is already served by the City's public services. It is not anticipated the new use would require additional service. It is not anticipated the new uses would create any additional or new demand for police protection by the Manhattan Beach Police Department. The proposed project would not generate a significant increase in population nor consequential student population in the City and, therefore, no new schools would be required. There will be no impact on the maintenance of the road system since traffic generation will not increase. The project is located in an existing urban environment, and it is not expected that other governmental services would be impacted by the proposed development.

15. Energy. Will the proposal result in:

- | | | | | |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a. Use of substantial amounts of fuel or energy? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b. Substantial increase in demand upon existing sources or energy, or require the development of new sources of energy? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

DISCUSSION: As indicated in Section 9 (Natural Resources), the project will be required to comply with the State Energy Conservation Standards for Non-residential Buildings (Title 24, Par. 6, Article 2 of the California Administrative Code). Compliance with these regulations, which establish mandatory maximum energy consumption levels as well as requiring energy conserving design features, should mitigate any impacts upon energy resources.

16. Utilities. Will the proposal result in a need for new systems, or substantial alterations to the following utilities:

- | | | | | |
|------------------------------|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a. Power or natural gas? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b. Communications systems? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| c. Water? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| d. Sewer or septic tanks? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| e. Storm water drainage? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| f. Solid waste and disposal? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

DISCUSSION: The project would not create a new demand for electricity or natural gas as the site is already served by power and gas companies. Access to communication infrastructure is already provided for by existing communication carriers. The site is currently served by the municipal water system and is connected to the City's sewer network. The new building is not anticipated to create a significant demand upon the existing system. The existing non-pervious

	Potentially Significant Impact	Potentially Significantly Impact Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
--	--------------------------------------	--	------------------------------------	--------------

development has been at this location for many years with no demonstrable impacts upon existing storm water drainage. It is anticipated that the proposed project will reduce run-off by increasing pervious surfaces. It is not anticipated that the proposed replacement project will generate any significant amounts of existing solid waste relative to the surrounding residential and commercial uses.

17. Human Health. Will the proposal result in:

- | | | | | |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a. Creation of any health hazard or potential health hazard (excluding mental health)? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b. Exposure of people to potential health hazards? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

DISCUSSION: The proposed project will be constructed in full compliance with all applicable State, County and local regulations. There is nothing associated with the project, as proposed, that could result in the creation of a health hazard nor expose people to potential health hazards.

18. Aesthetics.

- | | | | | |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a. Will the proposal result in the obstruction of any scenic vista or view open to the public, or will the proposal result in the creation of an aesthetically offensive site open to public view? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|

DISCUSSION: The project site is not located within the vicinity of any significant scenic vista or view which could be impacted by the development. The project will be subject to a public hearing process, as well as plan review, prior to issuance of any building permits. This process will provide an opportunity to evaluate the aesthetics of the building design, and allow opportunity to mitigate any potential impacts resulting from the building and/or site design.

19. Recreation.

- | | | | | |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a. Will the proposal result in an impact upon the quality or quantity of existing recreational opportunities? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|

DISCUSSION: The proposed project will not create any direct impacts upon existing recreational opportunities. Increase parking supply, and reduced parking demand compared to the existing restaurant use should slightly improve parking opportunities.

20. Cultural Resources.

- | | | | | |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a. Will the proposal result in the alteration of or the destruction of a prehistoric or historic archaeological sites? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b. Will the proposal result in adverse physical or aesthetic effects to a prehistoric or historic building, structure, or object? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

	Potentially Significant Impact	Potentially Significantly Impact Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
c. Does the proposal have the potential to cause a physical change which would affect unique ethnic cultural values?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Will the proposal restrict existing religious or sacred uses within the potential impact area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

DISCUSSION: The site does not contain any potentially historic resources that could be impacted by the proposed development. The site is currently developed with a commercial restaurant structure. This structure is not known to be of historic importance.

21. Mandatory Findings of Significance.

- | | | | | |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a. Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b. Does the project have the potential to achieve short-term, to the disadvantage of long-term, environmental goals? (A short-term impact on the environment is one which occurs in a relatively brief, definite period of time while long-term impacts will endure well into the future.) | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| c. Does the project have impacts which are individually limited, but cumulatively considerable? (A project may impact on two or more separate resource is relatively small, but where the effect of the total of those impacts on the environment is significant.) | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| d. Does the project have environmental effects which all cause substantial adverse effects on human beings, either directly or indirectly? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

DISCUSSION: a. The project does not have any potential to significantly degrade the quality of the environment. As indicated in Sections 4 (Plant Life), 5 (Animal Life) and 20 (Cultural Resources) there are no identified rare or endangered plant or animal species, nor historic resources, which could be negatively impacted by this project.

b Based upon this analysis there are no long-term environmental goals which are being compromised as a result of this project.

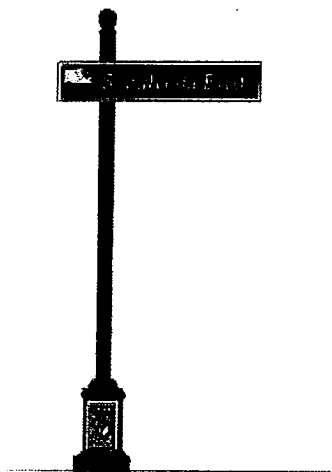
c. Based upon this analysis there are no cumulative impacts which will result in a significant effect upon the environment.

Potentially Significant Impact	Potentially Significantly Impact Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
--------------------------------------	--	------------------------------------	--------------

d. There is no evidence to suggest that the project could, directly or indirectly, substantially impact human beings.

Sources: CEQA Air Quality Handbook, South Coast Air Quality Management District, 1993
City of Manhattan Beach Municipal Code
Traffic Impact Study, Linscott, Law and Greenspan, 2007
Project Narrative/Application Materials

SEPULVEDA BOULEVARD DEVELOPMENT GUIDE



City of Manhattan Beach
Community Development Department
1400 Highland Avenue
310-802-5500
www.ci.manhattan-beach.ca.us

Updated: August 11, 1999



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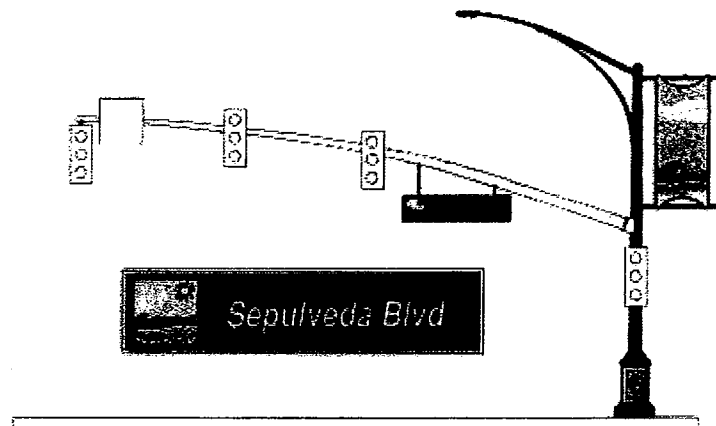
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BACKGROUND AND PURPOSE

In 1993 the Manhattan Beach City Council initiated the Sepulveda Corridor Study to assess conditions and establish a development improvement strategy for the primary commercial corridor of the City. Issues such as traffic, aesthetics, residential conflicts, small sites, and business vitality had been receiving the City's attention in the preceding years.

A seven member citizen advisory committee was selected in 1994 which held public meetings, reviewed Staff and consultant information, and received public input. The City Planning Commission subsequently conducted a series of public study sessions, and a public hearing in 1995 to review the committee's and other Sepulveda Corridor information. The Commission made recommendations to initiate Zoning Amendments, a streetscape program, and traffic/parking programs.

The City Council then conducted Study Sessions to review the project, and the Advisory Committee and Planning Commission's recommendations. They concluded the study portion of the project and directed that the Study be implemented as separate Zoning, and Public Works improvement projects.



The Public Works Department subsequently pursued a physical improvement project (landscaping, signs, etc.) for the Boulevard right-of-way while the Community Development Department and Planning Commission conducted hearings to amend the City's zoning regulations and procedures to improve development opportunities for the Sepulveda commercial properties. On October 7, 1997, the City Council adopted the Sepulveda Boulevard Development Guidelines and Zoning Regulation modifications contained herein.

The Guidelines are intended to encourage certain desirable elements to be included within development projects on the corridor. They are to be used as a supplement to the City Zoning Code requirements during Use Permit and other discretionary project reviews. The Planning Commission may decide if any of the guidelines are unnecessary or inappropriate for incorporation within a certain project. The Guidelines may be amended by the Planning Commission at any time subject to City Council review.



Development Procedures

Private Development within the City of Manhattan Beach is regulated by the Community Development Department, located at City Hall, 1400 Highland Avenue (310) 802-5503. Development information is available at the public counter Monday through Friday, 8am to 5pm. Please call in advance to learn when certain Planning and Building personnel are unavailable.

The Community Development Department recommends preliminary project designs be brought in to the public counter for **informal review** at the very beginning of the development process. Preliminary comments are typically very valuable in avoiding major project revisions or delays.

Minor remodeling and tenant improvements usually involve plan submittal for **basic plan check review**. Projects which typically involve **Use Permit** or other special Planning review include:

- ?? New developments, major remodels, and additions on sites larger than 10,000 square feet or containing more than 5,000 square feet of building area.
- ?? New or modified uses/businesses that are specially regulated such as eating and drinking establishments, entertainment, automotive uses, schools, etc.
- ?? Tenant changes that require more parking than currently required (e.g. general office to medical office).
- ?? Sign proposals that exceed the Sign Code standards.

Use Permits and other special Zoning applications involve plans, noticing materials, and other project information to be submitted to the Community Development Department in preparation for a **public hearing**. The Planning Commission and/or City Council conduct hearings and use the presented applicant, City staff, and public comment information to make a decision on a discretionary project.

Prior to formal submittal of a Zoning application, the Planning Division offers a **pre-application review** process. A meeting with a Planner to review preliminary application materials is held to assist in their preparation, and to discuss anticipated project issues.

Once a **formal application** is submitted, review and comments are done by all concerned City Departments. Any necessary clarification and additional information are requested until the application is ready for presentation at a public hearing.

Sepulveda Boulevard Zoning Standards

The City regulations for Sepulveda Boulevard development are primarily contained within Chapters 10.16 (commercial districts), 10.64 (parking), and 10.52 and 10.60 (miscellaneous). The Zoning districts found within the Sepulveda Corridor are CG - General Commercial, CC - Community Commercial , and RS-D6 - Single Family Residential with the Oak Avenue Commercial Overlay.

GENERAL COMMERCIAL DISTRICT

The CG district provides for very standard low-rise commercial arterial street development. Basic commercial uses such as retail sales, personal services, and offices, are permitted without special regulation. Restaurants, bars, automobile services (other than sales/rentals), schools, and churches require Use Permit approval. Residential development is not permitted. The primary CG design standards are as follows:

Setbacks	None, except for a 10 foot setback along the original westerly Sepulveda boundary line, and an angled residential boundary setback for an upper story level (see MBMC Section 10.16.030(E)).
Height	30 feet for a pitched roof or building with a parking structure, or 22 feet for a flat roof.
Floor Area	1.5 multiplied by site area equals total allowable building floor area excluding parking areas.
Landscaping	Minimum 8% of site area. Specific parking lot landscaping requirements (Section 10.60.070) may result in greater than 8% area.

COMMUNITY COMMERCIAL DISTRICT

The CC District contains, and is adapted to the Manhattan Village Mall. It permits the same basic commercial uses as the CG District but does not allow some of the heavier, less typical, uses that are allowed in the CG zone. Most development activity within Manhattan Village is minor alterations and tenant changes. Written approval from Manhattan Village property management is usually required for any construction, including signs. The primary design standards for the CC District are the same as the CG district except for a minimum 12% landscaping requirement.

OAK AVENUE OVERLAY DISTRICT

The Oak Avenue Overlay District consists of 3 separate groups of commercial abutting lots (see Zoning Map) that front on the predominately single family residential street, but have some history of commercial use or intent. Property located within the Oak Avenue Overlay District may be commercially developed, redeveloped, or intensified in conjunction with abutting Sepulveda fronting property subject to strict rules intended to protect the neighboring residential neighborhood. A Use Permit is required for any such development, and design standards include the following:

Site Area	Minimum 25,000 square feet for the entire development site, although portions of the site may be in different ownership.
Access	No vehicle access to Oak Avenue is permitted.
Landscape Buffer	Minimum 5 feet from a street property line to parking area, minimum 20 feet from Oak Avenue to a building.
Height	26 feet for any buildings or building portions proposed on an Oak Avenue lot (consistent with residential).
Building Character	Residential character must be incorporated into the design of any buildings located on an Oak Avenue lot such as pitched roofs, eaves, bay windows, decks.

PARKING

Parking requirements on Sepulveda Boulevard are the City's standard requirements. Multiple tenant sites exceeding 5,000 square feet in area, are eligible for reductions in parking based on alternating usage of parking facilities through the Use Permit process.

The most commonly relevant parking quantity ratios are as follows:

Retail	1 per 200 s.f., 1 per 250 for areas beyond 5,000 square feet
Personal Services	1 per 300 s.f. (hair salons, laundry, dry cleaning)
General Office	1 per 300 s.f.
Medical Office	1 per 200 s.f.
Sit-down Restaurant	1 per 50 s.f. of dining area
Take-out Restaurant	1 per 75 s.f. of total floor area (including outdoor seating)

The most commonly relevant parking design standards are as follows:

Standard Stalls	8.5'x 18'
Compact Stalls	8'x 15' (30% maximum)

Back-up Aisle	24' (90 degree angle stalls)
Driveway width	20' - two way, 12' - one way

SIGNS

All new signs, face changes to existing signs, and temporary signs require sign permits. Signs are considered to be any text, graphic, or illumination identifying a business. Each commercial site is allowed a **total amount of sign area** equal to 2 times its street frontage in square feet. Corner sites may use the longer of the two frontages to calculate allowable sign area. Each face of a double faced sign is counted separately toward the total, and each face of a **pole sign** (freestanding sign exceeding 6 feet in height) is counted twice.

Signs not counted toward the total allowable sign area include the following:

- Pedestrian oriented signs - one per entrance, 4 square feet maximum
- Directional signs - one per entrance, 4 feet high, 4 square feet maximum
- Incidental sign - one per business, 4 square feet maximum, 4 inch letters

Prohibited signs include:

- | | |
|-----------------------|--|
| Roof signs | Projecting signs |
| Moving signs | 3-Dimensional signs |
| Changeable copy signs | Pole signs (if any other freestanding signs) |

Sign Programs are required to be on file for any commercial property with multiple tenants prior to sign permit issuance. A sign program contains general information describing how the site does, and will, comply with sign requirements. An example is available at the Community Development Department.

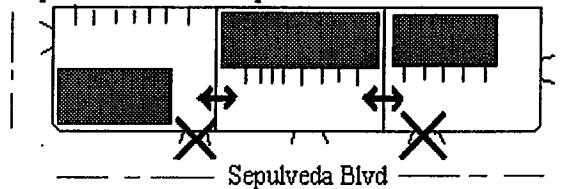


Sepulveda Boulevard Development Guidelines

Reciprocal Access

Reciprocal vehicle access should be provided between neighboring sites within the same block. This makes it possible to consolidate redundant curb cuts and provide continuous circulation throughout each commercial block. Reducing excessive numbers of curb cuts, while providing more access alternatives for each site, improves safety, circulation, attractiveness, and parking efficiency on and around the commercial block. Requirements for the provision of future reciprocal access are sometimes imposed on projects. Whether such access actually occurs depends on the site, design, and other characteristics of the future neighboring project. The photograph below shows an example of neighboring parking lots joined with reciprocal access.

Reciprocal Access Example

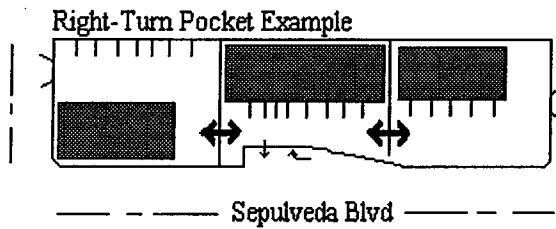


Providing access between parking lots allows two curb cuts to be removed and allows access to each site from three different streets.

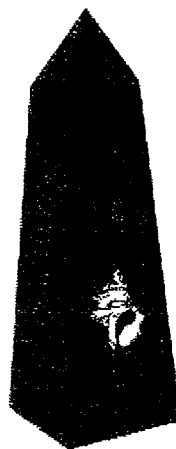


Right-turn pockets

A right-turn deceleration pocket (and bus turnout when applicable) should be provided at the primary vehicle access point for each block from Sepulveda Boulevard to improve safety and circulation. Unusually long block faces should have multiple right-turn pockets. The appropriateness of requiring right-turn pockets will be reviewed individually for each project. The photograph below shows an existing right-turn pocket/bus turn-out.



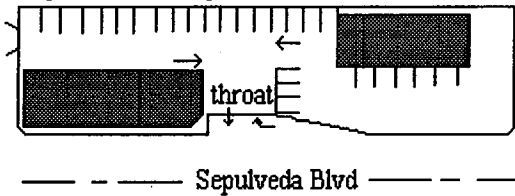
Providing right-turn pocket for Sepulveda driveway allows cars to slow down safely before turning into site without slowing down traffic on street



Driveway Throats

Driveways accessing Sepulveda Boulevard should be provided with a protected "throat" area near the street without intersecting driveways and parking spaces to avoid potential vehicle movement conflicts where cars are entering a site.

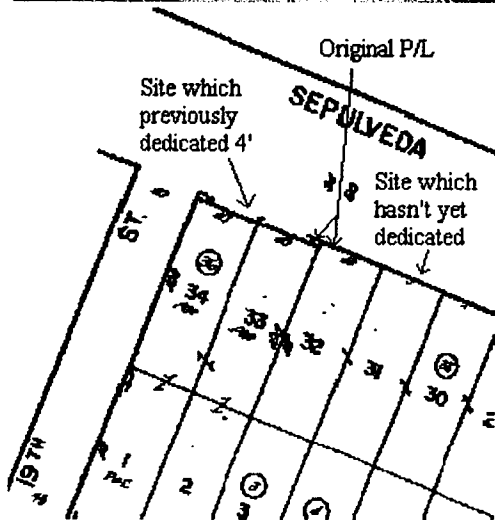
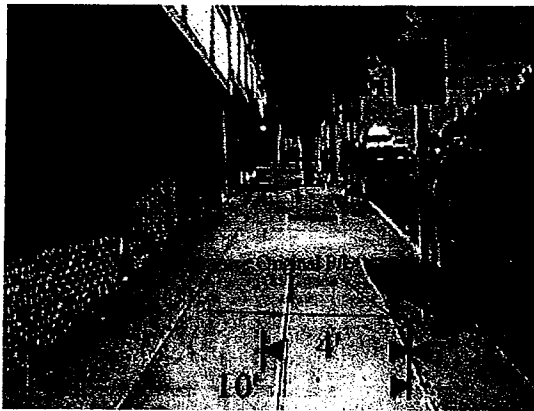
Driveway Throat Example



A protected throat area adjacent to the Sepulveda entrance provides a safety buffer between on-site traffic and traffic entering the site from the street

Sidewalk Dedication

On the west side of Sepulveda Boulevard, a 4 foot public sidewalk dedication or easement should be provided for properties that have not already done so. The additional 4 feet is to supplement the original 3 foot public sidewalk width typically along the west side to achieve a minimum 7 foot wide public sidewalk. No sidewalk dedication is presently needed on the east side of the street. The photograph below illustrates sidewalk conditions on the west side of Sepulveda from right to left: 3 foot original public sidewalk, 4 foot sidewalk dedication, and 10 foot building setback (measured from original property line).



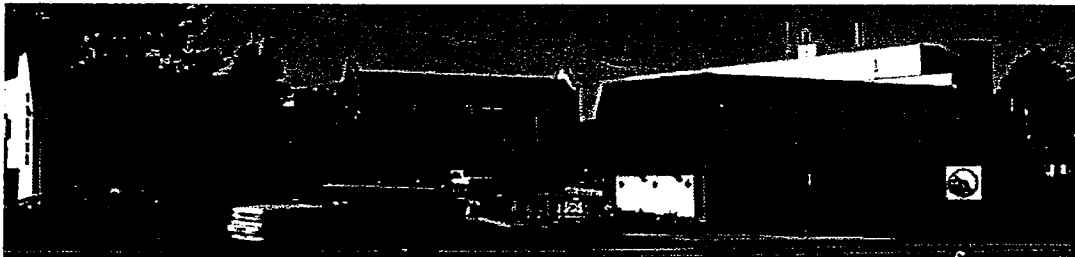
Building Orientation

Buildings, storefronts, and windows should be oriented toward Sepulveda Boulevard when possible. Site and building designs that focus on, and directly relate to the street create a more attractive, comfortable, and interesting environment for the Boulevard. The photograph below shows a building with windows and entries oriented toward the street.



Visual Aesthetics

Visually less desirable elements such as large parking areas, parking structures, vehicle service areas, blank walls, storage areas, and trash areas should be hidden, or less prominent as viewed from Sepulveda Boulevard. The photograph below shows a site design with a building located in front to partially hide parking and service facilities

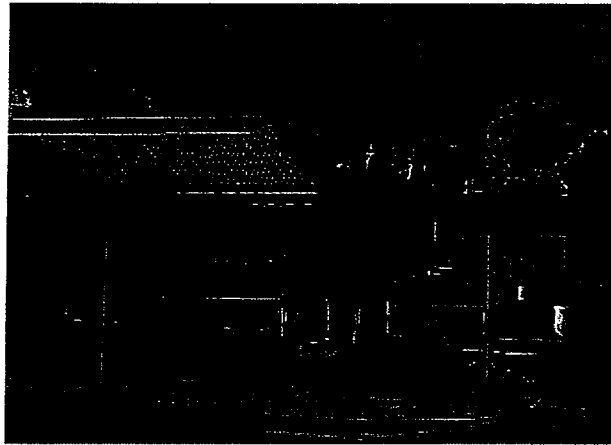


Residential Nuisances

Extreme noise, and odor generating activities near residential boundaries should be avoided.

Pedestrian Access

Safe pedestrian access to buildings should be provided through parking lots, particularly from public sidewalks. The photo below shows a pedestrian path to Sepulveda from a building otherwise oriented toward a parking lot.

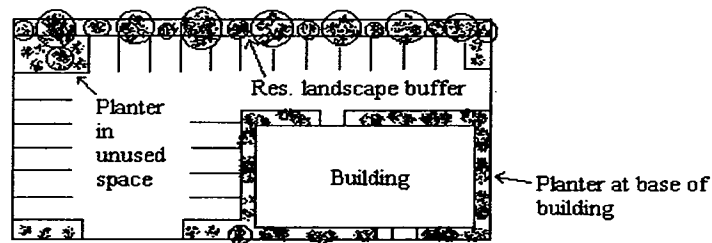


Landscaping

Required landscaping should be enhanced/supplemented as follows:

1. Install landscaping in areas that would otherwise be unused pavement.
2. Use landscape planters and other decorative treatments around buildings to avoid direct building-to-asphalt/concrete contact areas.
3. Provide tree-lined landscape buffers in parking lots along residential boundaries.

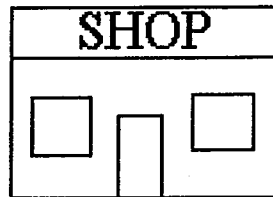
Landscaping Example



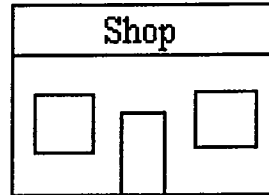
Signs

Signs and sign copy should be compatible with their related buildings, and not be crowded within their locations or backgrounds. Harsh plastic or illuminated backgrounds should be avoided. The photo below shows appropriate use of wall and monument signs.

Sign Example



Sign crowded
within background

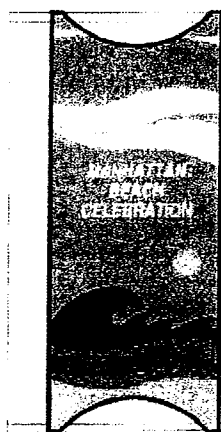
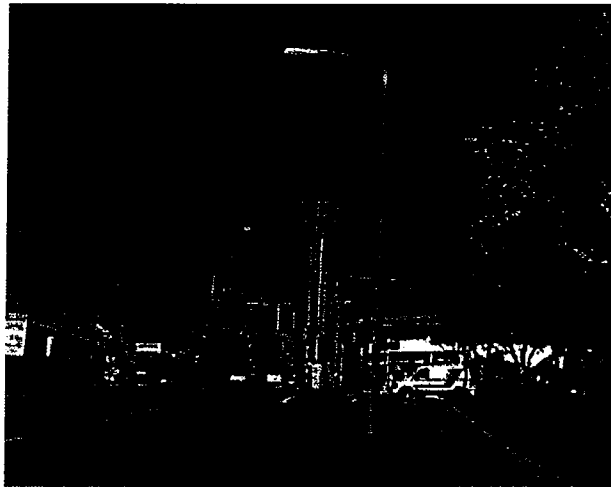


Sign compatible with
building and location



Utility Undergrounding

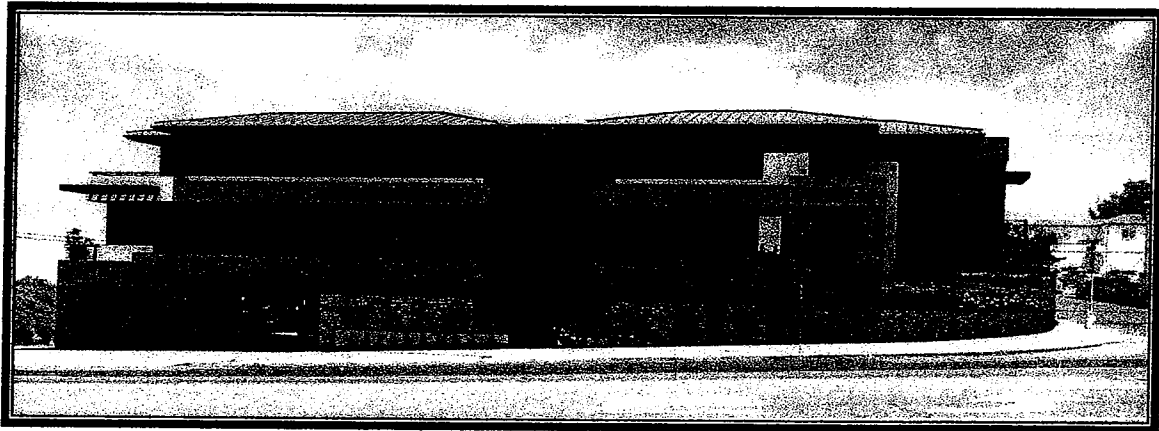
It is the City's desire to underground the utilities along Sepulveda Boulevard to enhance its appearance. The primary visible existing overhead facilities are located at curb along the east side of the street. Major projects should underground adjacent utilities. The photograph below shows a location where utilities have been undergrounded in the foreground, and remain overhead in the background.



Development & Findings Narrative

For the

Manhattan Medical Center



April 9, 2007

Prepared by:

1008 Development Group, LLC



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INTRODUCTION

Project Description

The 1008 Development Group, LLC (the "Developer") plans to redevelop the 30,000 square foot parcel located at 1008 Sepulveda Boulevard in Manhattan Beach (the "Property") at the north east corner of Sepulveda Boulevard and 10th Street. Currently, the site is occupied by a restaurant called Versailles which is operating on a month-to-month lease and will be vacated prior to redevelopment. The Developer is proposing to build a +/- 25,350 square foot Class A professional/medical office building with a retail component called the Manhattan Medical Center (the "Project").

Development Team

The principals of the Developer include George Apostol, Bryan Smith, and Greg Otto. This team has extensive experience in owning, developing, and managing real estate assets in Southern California. In the City of Manhattan Beach, the members of the team have completed over 20 redevelopment projects. Currently, the principals are involved in multiple new construction projects in the City with a total completed value in excess of \$30 million. Outside of California, they are involved in two redevelopment projects which will contain over 200 condominium units and the development of an 18 acre retail and commercial center.

Tomaro Architecture, Inc., a well known and respected local architectural firm, will be responsible for overseeing the design portion of the redevelopment of the Property. Louie Tomaro AIA, the principle architect, has been involved with the design of over 300 residential and commercial projects and is known locally for his outstanding and creative designs.

Strategy

Based on local market knowledge and experience within the Manhattan Beach business community, the Developer realized that there is a significant amount of demand for professional and medical office space. After numerous conversations with the office brokerage community and several potential medical office tenants and buyers, the Developer chose this site to build the Manhattan Medical Center. The Project will include an architecturally significant Class A medical office facility that is designed to meet the goals and satisfy the needs of both the City of Manhattan Beach and the local community.

PROPERTY OVERVIEW

Property Data

Location:	1008 N. Sepulveda Blvd. Manhattan Beach, CA 90266 Northeast corner of Sepulveda Blvd. and 10th Street
Orientation:	4 miles south of Los Angeles International Airport in the Sepulveda commercial corridor just south of the intersection of Sepulveda Blvd. and Manhattan Beach Blvd. and across from the Manhattan Beach Post Office
Assessor's Parcel #:	4167-029-042
Land Area:	Approximately 30,000 square feet

Manhattan Beach and the Sepulveda Corridor

The Project meets the requirements of the General Plan and satisfies the City's Sepulveda Corridor improvement goals. Specifically, it:

- Promotes economic development by attracting new businesses along the Sepulveda corridor;
- Provides for more efficient land use and its architecturally significant structure and upscale landscaping represent a dramatic physical improvement;
- Creates a structure with minimal bulk and impact on the neighboring residential area by providing adequate open space for light, air, and fire safety through increased setbacks and an innovative building design;
- Satisfies the need of the community and strengthens the City's economic base;
- Includes convenient off-street parking facilities which are enhanced by an effective on-site traffic circulation system; and
- Will not adversely change the service demands of the property in regards to the existing streets, utilities, and public services.

Development Highlights

- The Manhattan Medical Center will create a first class medical community that will provide an environment for multiple medical specializations to serve the local community. In addition, the center may include a retail component and a pharmacy.
- Tomaro Architecture, Inc. has designed the Project, providing distinctive architecture that is consistent with the City's plan to enhance and improve the Sepulveda Commercial Corridor.

- The lobby and common areas will be luxurious with first class finishes, a glass atrium at the southwest entrance, professionally designed landscaping, and public restrooms.
- Offices suites of various sizes will be available.
- The efficiently designed parking lot is entirely comprised of full size parking spaces. It will provide ample covered parking and excellent vehicular flow that will minimize the impact to the adjacent residential neighborhood.
- The Project will incorporate state of the art technology including high-speed internet access, key card access for optimum security, and individually controlled air conditioning and electrical systems.

USE DESCRIPTION

Current Use

The Property is currently occupied by Versailles, a 5,400 square foot Cuban restaurant that is open for lunch and dinner from 11:00am to 10:00pm seven days a week. The restaurant serves alcohol and is busiest in the evenings and nights for dinner.

Proposed Use

The Manhattan Medical Center will be an approximately 25,350 square foot office building that will be used by medical professionals to service the needs of the local community. The targeted users will include medical specialists in Radiology, Orthopedics, Sports Medicine, Internal Medicine, Neurology, Oral Surgery, Dermatology, and Dentistry who are interested in long-term ownership. The facility will be managed by a professional property management company and the anticipated hours of operation are 8:00am to 6:00pm, Monday through Friday. Current design allows for suites of various sizes as determined by the demand from the medical community. The Project has been designed to allow for flexibility.

The Developer plans to include a retail component which will be located in the unit at the corner of Sepulveda and 10th. The retail unit includes an outdoor patio which faces 10th Street. The Developer is in the process of evaluating which retail use will serve the community best while remaining economically feasible. One of the Developer's initial ideas is to lease the retail space to a coffee shop. In addition, the Developer is researching whether including a pharmacy in the Project will be beneficial. As the Project progresses, each of these concepts will be evaluated in detail, but the tenant for the retail component will ultimately be determined by the market.

COMMUNITY

Neighbors and Focus Group

The Developer is working closely with the residents of the adjacent residential neighborhoods to ensure that the Project incorporates the needs of the community and, as a result, receives the community's support. The Developer started discussions with some of the residents of 10th Street and they are in the process of creating a focus group of neighbors who will act as the liaison between the neighbors and the Developer. The Developer has already begun to incorporate the neighbors' initial comments into the design.

Professional Advisory Group

There is a very limited supply of Class A medical office units in Manhattan Beach, especially for smaller sized units. The Developer believes that the medical needs of the Manhattan Beach community are underserved locally. To assist them in achieving their goal of creating a project that meets the needs of both the community and the local medical professionals, they have enlisted the assistance of numerous local doctors. This professional advisory group will advise them in the design and layout of the building, help them to determine the optimal mixture of complementary medical specialties, and enable them to effectively meet the demands of their intended end users.

Community Benefit Summary

The Manhattan Medical Center will be beneficial to the City of Manhattan Beach and its surrounding areas. The Center will be an improvement over the current use for a number of reasons including:

- Change of use – High demand for medical office, surplus of restaurants
 - As mentioned above, there is a significant demand for medical office space in the Manhattan Beach Community. The closure of the existing restaurant is a result of decreasing demands for its fare.
 - The change of use from restaurant with its association with alcohol, food trash, and late hours to daytime medical will be widely regarded as beneficial to the neighboring community.
 - The Developer intends to incorporate a highly visible retail component into the Property. For example, the Project may contain a coffee shop which will serve the area and provide for a clean and comfortable local meeting place.
- Architecture and Design
 - The Manhattan Medical Center will be an architecturally significant Class A office building and will replace an old and tired Class C restaurant building.
 - The L-shaped building concept minimizes the bulk of the building.
 - The variations in the building's façade eliminate the block look of the structure.

- The decks and planters, the textured façades, and the flat and sloped roofs serve to lighten the effect of the structure.
- To create a pedestrian friendly and visually inviting Project, planters along Sepulveda Blvd. and terraced planters on the corner have been included in the design. In light of the potential future dedication of land along Sepulveda, pedestrian stair access to the retail or first floor has been located near the corner of Sepulveda and 10th to allow for a more inviting entrance than one located on the highly trafficked Sepulveda Blvd.
- The retail will be easily accessible to the public and the Center's patients as a result of its corner location. Stairway access near the corner and an entrance further east on 10th Street with easy disabled access have been included to improve accessibility and pedestrian flow.
- The roof includes a recessed well which will allow mechanical systems and any future antennas or dishes to be out of the sight line.
- Landscaping and Setbacks
 - The building is entirely surrounded by landscaping with the exception of the retail patio.
- Convenience
 - The community will benefit from the convenience of having both the medical offices and the retail component in this underserved area.
 - Easy passenger drop offs and vehicle turnarounds are provided by the building's innovative design.

DEVELOPMENT CONSIDERATIONS

The Developer, in their continuing efforts to create a Project that incorporates the input that it has received from the Planning Department and the neighboring community, has initiated numerous modifications to the design of the Project which are included in the descriptions below:

Access and Circulation

The Project will have excellent ingress and egress from both Sepulveda Blvd. and 10th Street with single, two-lane curb cuts on both streets.

Ingress

Vehicles will access the Project through either of two entrances which are on Sepulveda Blvd. and 10th Street. Vehicles that are traveling northbound on Sepulveda will have the option of entering the facility by making a right turn into the parking lot directly from Sepulveda or by making a right turn on 10th and a left turn into the 10th Street entrance. Vehicles traveling southbound on Sepulveda will be able to make a left on to 10th and then access the Project at the 10th Street entrance. To improve traffic flow and safety, the width of both entrances has been increased to 25 feet which is 3 feet wider than that required by MBMC.

Egress

The Sepulveda exit will be right-turn only. The exit on 10th Street will be also designated as right-turn only to direct traffic away from the adjacent residential neighborhood and on to Sepulveda Blvd.

Pedestrian Access

Pedestrians will be able to access the site from both Sepulveda and 10th. The main entrance will be on Sepulveda where pedestrians will be able to enter the building's lobby. Pedestrians will also be able to access the building directly from 10th Street in two ways. They may enter the corner retail suite directly or, alternatively, they may walk to the rear entrance to the office suites which is situated on the east side of the parking deck which is accentuated by a large atrium designed to have landscape and provide light to the lower parking area. To make the Project more pedestrian friendly, the Developer has added walkways, terraced the planters that front the building, included two pedestrian entrances to the proposed retail suite including one on grade entrance, and improved disabled access.

Retail Access

Access to the corner retail unit will be from the parking lot, the offices, and directly from 10th Street and the corner of 10th and Sepulveda via pedestrian entrances.

Parking and Internal Traffic Circulation

Traffic flow within the Project has been significantly modified and redesigned based on the City's input. It has been designed to ensure that vehicles can circulate internally throughout the project and the parking structure without having to back up or turn around. Each level of parking allows vehicles to loop around the entire level or access another level of parking or exit. The Developer was intent upon creating excellent internal circulation and purposely tried to avoid the undesirable situation where a car is forced to turn around in a narrow area at the end of a parking row.

- To improve internal access and flow, the Developer has designed the parking to include full size spaces only. As a result, the Project contains fewer parking spaces than are required by the MBMC but the spaces will be more efficient and user friendly. The design includes 116 full size parking spaces.
- All drive aisles are 24 feet wide. In addition, support columns adjacent to the parking stalls have been moved away from the drive aisles where possible.
- Although the medical office portion of the Project will not be occupied entirely by outpatient facilities, the Developer has included sufficient disabled access parking as if it were 100% outpatient. In addition, a van-accessible parking space has been provided at the parking area adjacent to 10th St.
- The design of the internal circulation of vehicle traffic is optimized through the use of two-way ramps and the absence of dead-end aisles as well as easy visibility at all turns of the traffic loops.

Setbacks and Neighbors

Setbacks

Although the Sepulveda corridor guidelines call for a 0 foot setback, the current design provides for a landscape buffer on all sides of the Project including a 3 foot buffer on Sepulveda, a five

foot side dedication to the north, and an approximately 42 foot separation between the property line of the residential to the east and the proposed building.

Residential Neighbors

Currently, the Versailles parking lot abuts the neighboring residential home to the east and is separated by an eight inch wide block wall. The Developer is proposing an approximately 42 foot wide separation of nicely landscaped grounds and a driveway to buffer the neighbors from the Building. The buffer begins with an 8-foot wide landscaped area that will contain vertical and mature plants. The remaining portion of the buffer includes a driveway ramp to the lower deck parking and additional landscaped areas at the upper deck. In addition, the Project will include a six-foot high property line wall to separate the Project from the adjacent residential lot.

The Project's design, including the fact that the southeast corner of the building has been cut away, is specifically intended to soften the Project's impact on the adjacent residential by creating a substantial view corridor and increasing the amount of sunlight for the adjacent residential property. By moving the mass of the building to the west side of the Property, the Developer has effectively created a sound buffer for 10th Street against street and traffic noise from Sepulveda Blvd. In addition, parking on the upper lot will be limited to 12 cars which, when coupled with the 40 inch high solid wall and the landscaping, will significantly reduce noise and the effect of headlight glare. The directional lighting has been designed to shine away from the residential properties and will include a variety of low landscape and wall lights as well as down lights that will silhouette surfaces and reduce the effect on the neighboring residential properties.

TRAFFIC STUDY

The Developer has engaged the engineering and planning firm Linscott Law and Greenspan to provide traffic engineering consulting services including a traffic impact study for the Project.

REQUIRED FINDINGS

Use Permit

1.

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

The Project location and use satisfy the objectives of the Manhattan Beach Municipal Code and the specific purposes of the commercial district regulations. The Overview section of this narrative and the separate Development Narrative illustrate how the project satisfies the objectives of the City and its municipal code in general. Regarding the commercial zoning of the Project and its inclusion in the General Commercial District specifically, the Project meets all of the purposes of the General Commercial District by creating a development that:

¹ Manhattan Beach Municipal Code 10.84.060

- Satisfies the commercial uses needed by residents of, and visitors to, the City
- Strengthens the City's economic base
- Minimally impacts the surrounding residential uses
- Provides the community with necessary local medical services
- Is visually appealing and architecturally significant
- Is creatively designed to optimize vehicular circulation, parking, and access
- Provide sites for public and semipublic uses needed to complement commercial development or compatible with a commercial environment

2.

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

The project is located at the North/East corner of Sepulveda Boulevard and 10th Street with 150-feet of frontage along Sepulveda and 200-feet of frontage along 10th Street. The project is zoned General Commercial with the exception of the eastern most 50-feet which is zoned Medium Density Residential. The location of the use of the redevelopment and its proposed operations and maintenance are consistent with the General Plan with this one exception which is discussed in greater detail below. The building will be managed by a professional property management firm which will be hired by the building's owners to ensure that it is properly maintained, cleaned, and monitored. The property manager will have full responsibility for all common areas and the buildings operations including the lobby areas, elevators, atrium, parking lot, landscaping, mechanical rooms, windows, façade, roof, and entrances. Each of the individual suite owners will be responsible for his/her suite which will, presumably, be monitored by the office manager. The CC&R's of the building will require each owner to operate the suites in a clean, safe, and professional manner.

The location of the use and the proposed conditions under which it would be operated will not be detrimental to the public health, safety, or welfare of the neighbors or to the City. On the contrary, the location and the use will provide much needed local medical services and will add to the local retail base. There is a very limited supply of Class A medical office units in Manhattan Beach, especially for smaller sized units. The new building will be a significant improvement over the existing structure and will improve the neighborhood and the Sepulveda Commercial Corridor.

Eastern Section of Property

The eastern most 50-feet wide section is zoned Medium Density Residential although it is, and has been for many years, used as a vehicular parking lot that services the existing restaurant. This parking area is bounded to the East by an 8-inch thick property line wall separating the commercial use from the adjoining residential use. The Developer intends to continue using the

² Ibid.

rear portion of the property for vehicular related uses supporting the adjacent commercial use. Pursuant to MBMC Section 10.68 this rear portion of the project is considered a legal non-conforming use. Section 10.68.070 provides further this rear section may continue as a vehicular parking lot provided certain criteria are met and that the property continues to be used to support an adjacent commercial use. The Developer intends to modify this existing parking lot area in the following manner:

- Keep the existing 8-inch wide property line wall along the length of the Eastern portion of the property. This wall will aid in providing a sound barrier and visual barrier to the residential use to the East. If needed, the wall will be decreased in height as it approaches 10th Street so as not to create a visual barrier to traffic entering and exiting on 10th Street pursuant to applicable Manhattan Beach codes.
- Create an 8-foot wide landscaping buffer containing vertical and mature plantings which will be installed to further buffer the residential lot to the East and provide a pleasing aesthetic backdrop to the redevelopment.
- Provide a ramp that will link the top parking lot area with the lower level parking lot areas.
- Build a 42-inch tall wall along the upper parking deck to shield the residential lot to the East from vehicle headlamps.
- The above modifications will allow the physical structure of the office building to be almost 42-feet away from the residential lot to the East.

The Developer intends to continue to use the rear portion of the project to provide vehicular access supporting an adjacent commercial use. However, it is the Developer's understanding from its meetings with the City that the modifications noted above may require a variance pursuant to the guidelines of the General Plan. Maintaining the existing commercial use of the rear lot is essential to the overall success of the project and is critical in the Developer's plan to provide additional buffers to the residential lot to the East. Maintaining a commercial use of the existing parking lot at the Eastern most portion of the site has allowed the Developer to provide the following benefits:

- Create a parking facility without any compact spaces
- Design a parking facility with full circulation on all floors and no "dead-ends".
- Provide a larger landscape buffer of 8-feet with vertical mature plantings to further buffer the adjacent residential lot. This proposed 8-foot buffer is in sharp contrast to the existing 8-inch wide block wall separating the residential lot to the East from the parking lot and the noise of vehicles.
- Provide more user friendly ingress/egress with 25-foot wide driveways that exceed the parameters in the MBMC.
- Move the entire Building back and to the West. This allows for increased light and space between the proposed use and the residential lot to the East. As noted above, the actual office building is almost 42-feet away from the residential lot to the rear which is significantly better than having a 26-foot tall structure immediately adjacent to the existing homes to the East with no set back requirement.

Conclusion

The Developer believes that the variance should be granted as the overall project, including the modifications intended to be made to the rear portion of the property, are consistent with the intent and satisfy the parameters of the General Plan.

Specifically, the Developer believes that the overall project is consistent with the intent of the General Plan in the following ways:

- The Project has been designed to meet the intent of the Sepulveda Boulevard Guidelines.
- Within such guidelines, the Developer has made significant efforts to provide buffering to the residential lots adjacent to the Project in excess to that required by the MBMC and achieves the General Plan goals.
- The Building, its intended use, and its architecture were designed and created to meet the needs of the Manhattan Beach Community as a whole. The collaborative effort between the Developer and the City has balanced the needs of all parties involved with special attention being paid to mitigating the impact to the residents in our community.

3.

The proposed use will comply with the provisions of this title, including any specific condition required for the proposed use in the district in which it would be located.³

The proposed use complies with the provisions of the Manhattan Beach Municipal Code and the specific conditions of the General Commercial District and the Sepulveda Commercial Corridor. This compliance includes meeting or exceeding the setback, landscaping, density, parking, height, design, and access criteria. The Project is consistent with the City's desire to enhance the Sepulveda Commercial Corridor for the benefit of the community and the City.

4.

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

The Manhattan Medical Center will not adversely impact nor be adversely impacted by nearby properties. It will be beneficial to the City of Manhattan Beach and its surrounding areas. The center will be an improvement over the current use for a number of reasons including:

- Change of use – High demand for medical office, surplus of restaurants
 - As mentioned above, there is a significant demand for medical office space in the Manhattan Beach Community. The closure of the existing restaurant is a result of decreasing demands for its fare.

³ Ibid.

⁴ Ibid.

- The change of use from restaurant with its association with alcohol, food trash, noise, odors, and late hours to daytime medical will be widely regarded as beneficial to the neighboring community.
- The Developer intends to incorporate a highly visible retail component into the Property. For example, the Project may contain a coffee shop which will serve the area and provide for a clean and comfortable local meeting place. As mentioned above, each potential retail concept will be evaluated in detail, but the tenant for and the feasibility of the retail component will ultimately be determined by the market.
- **Security**
 - The Property manager will be responsible for personal safety and resident security. The anticipated normal operating hours of 8am to 6pm will facilitate the monitoring of the Project.
- **Aesthetics**
 - The Manhattan Medical Center will be an architecturally significant Class A office building and will replace an old and tired Class C restaurant building.
 - The building is entirely surrounded by landscaping with the exception of the retail patio. The landscaping proposed by the Developer exceeds the minimum development requirements including an 8 foot wide landscape buffer along the east side of the Property which is adjacent to residential.
 - Contrary to the existing restaurant use which has an exposed trash receptacle filled with smelly food waste in the on-grade parking lot, the Project will locate its trash below grade and in a contained environment as far away as possible from the residential neighbors to the east.
 - The vast majority of the parking (>85%) will be hidden below grade, which is an appealing feature because it reduces the glare from headlights and noise from the automobiles.
- **Commercial Loading and Trash**
 - The commercial loading area is located in the open space at the top of the parking area. The loading area will be available for delivery during non-business hours and will be utilized for patient drop-off and pick-up during normal business hours. It is the Developer's understanding that the dual use of the top parking area will require a variance. CC&R's will be created to restrict the delivery hours for both the retail and the medical uses to early morning hours. The Developer, if possible, plans to prohibit large deliveries after 7:30am.
 - The trash area will be located in the NW corner of the first level of parking. Trash pickup will be scheduled to minimize the disruption of traffic flow on Sepulveda. Usually major corridors like Sepulveda are scheduled as early as possible to avoid disrupting traffic.
 - The trash bin will be collected from the storage area by a jeep that will take it to the street (either Sepulveda or 10th St. via the internal parking ramp). Once dumped, the jeep will return the bin to the trash area. Consultation with Waste Management verified that pick-ups and deliveries can be scheduled on specific times and days to minimize traffic,

parking, and building disruptions. They stated that early pickup on Sepulveda is usually between the hours of 4:00 and 6:00am.

- Public Services and Facilities
 - The Developer believes that the demands on public services and facilities will not exceed their capacities and should not create any noticeable change over those associated with the current use.

5.

A use permit for collective off-street parking may reduce the total number of spaces required by MBMC Chapter 10.64 if the following findings are made:

- ***The spaces to be provided will be available as long as the uses requiring the spaces are in operation; and***
- ***The adequacy of the quantity and efficiency of parking provided will equal or exceed the level that can be expected if collective parking is not provided.***

The Developer is seeking a reduction in the number of spaces required by the MBMC and has created a parking design that satisfies both findings that are detail above. To improve internal access and flow, the Developer has designed the parking to include **full** size spaces only. As a result, the Project contains fewer parking spaces than are required by the MBMC, but the spaces will be more efficient and user friendly. This design includes 116 full size parking spaces, 104 of which will be provided in the subterranean parking level and 12 of which will be provided in a surface parking lot. The Developer believes that the full-size only option would be an improvement in parking efficiency and would increase the number of parking spaces that will be used. The improvement in efficiency refers to the fact that traffic circulation, access, and flow with full size spaces is markedly better than it would be with a mixture of full and compact spaces due to an increase in drive aisle width and fewer full-size cars circling the parking garage searching for full-size spaces. Despite the decrease in the number of total spaces from the full size and compact mix, the Developer expects the full size only design to increase the number of spaces that are used. As automobiles continue to increase in size and SUV's and other large cars continue to be on the road, demand for full-size spaces is growing and more cars are unable to fit in compact spaces. There are numerous parking garages in the South Bay that contain compact spaces that are rarely used even when the full-size spaces are filled. The Developer believes that this Project with 116 full size spaces will provide more efficient and better parking than it would with the 87 full size and 37 compact size spaces which is allowed by the MBMC.

The Developer engaged the traffic engineering firm of Linscott, Law & Greenspan ("LL&G") to complete a parking supply and demand analysis. Their findings are contained in a report entitled "Revised Traffic Impact Analysis – Manhattan Medical Center • Manhattan Beach, California" dated April 9, 2007 which was provided to the City. LL&G used the following two methods to calculate the parking requirements/demand of the Project:

- Application of City code parking requirements; and
- Application of peak parking demand rates contained in the 3rd Edition of *Parking Generation* published by the Institute of Transportation Engineers (ITE) [Washington, D.C., 2004]

Based on second method, LL&G determined that 109 parking spaces (including a mixture of full size and compact spaces) were needed to support this Project - a finding that results in a parking surplus of 7 spaces based on the Project's current design. The report goes into greater detail:

“11.2 Parking Forecast - 3rd Edition of Parking Generation

To forecast the proposed Project's peak parking demand, parking generation equations found in the 3rd Edition of Parking Generation, published by the Institute of Transportation Engineers (ITE) [Washington, D.C., 2004], were utilized. Table 11-2 summarizes the parking generation equations utilized in forecasting the parking requirements for medical offices and retail (pharmacy) uses of the proposed Project. As shown, ITE Land Use Code 720: "Medical-Dental Office Building" and ITE Land Use Code 880: "Pharmacy/Drugstore without Drive-through Window" parking rates were utilized to project the peak parking demand of the Manhattan Medical Center project; For the proposed Coffee House, ITE Land Use Code 933: "Fast-food Restaurant without Drive-Through Window (Non-Hamburger)", was utilized. Review of Table 11-2 indicates that application of the parking generation equations to the proposed Project results in a peak-parking requirement of 109 spaces. With a parking supply of 116 parking spaces, the proposed Project would have a parking surplus of 7 spaces.”

TABLE 11-2
PARKING GENERATION EQUATIONS¹²

ITE Land Use Code	Time Period	Parking Generation Equation	Project Gross Floor Area (GFA)	Forecast Parking Demand (P)
<i><u>Proposed Project</u></i>				
720: Medical-Dental Office Building (Space/1000 SF of GFA)	Weekday Peak Hour	$P = 3.49 (X) - 1$ Where X = 1,000 SF of GFA	22,970 SF of GFA	79 spaces
880: Pharmacy/Drugstore without Drive-through Window (Space/1000 SF of GFA)	Weekday Peak Hour	$P = 1.83 (X)$ Where X = 1,000 SF of GFA	665 SF of GFA	2 spaces
933: Fast-food Non-Hamburger Restaurant without Drive-Through Window (Space/1000 SF of GFA)	Weekday Peak Hour	$P = 16.6 (X)$ Where X = 1,000 SF of GFA	1,715 SF of GFA	28 spaces
Total Forecast Parking Demand (P):				109 spaces
<i><u>Alternative Project</u></i>				
720: Medical-Dental Office Building (Space/1000 SF of GFA)	Weekday Peak Hour	$P = 3.49 (X) - 1$ Where X = 1,000 SF of GFA	22,970 SF of GFA	79 spaces
820: Shopping Center (Space/1000 SF of GLA)	Weekday (Friday) Peak Hour	$P = 4.01 (X)$ Where X = 1,000 SF of GFA	2,380 SF of GFA	10 spaces
Total Forecast Parking Demand (P):				89 spaces

Variance

The Developer is seeking a variance for relief from certain loading zone requirements. MBMC Section 10.64.030 requires a loading space that is 12' x 35' x 14' in dimension because of the Project's size.

The Developer plans to use the open space on the top parking deck as the commercial loading area. The loading area will be available for delivery during non-business hours and will be utilized for patient parking, drop-off, and pick-up during normal business hours. CC&R's will be created to restrict the delivery hours for both the retail and the medical uses to early morning hours. The Developer, if possible, plans to prohibit large deliveries after 7:30am which, based on the proposed uses, are expected to be minimal. The Developer understands that the dual use of the top parking area will require a variance.

1.

Based on MBMC Section 10.84.060, this variance should be granted because of this Project's circumstances and the expected demands placed on the facility from its intended use as small medical office suites. The Developer consulted with numerous local physicians who are potential tenants of the Center. They confirmed that deliveries to their offices tend to be small and, generally, are delivered by Federal Express, UPS, or the USPS. Strict application of the loading zone section of the Code for this particular building is not practical and would actually decrease access to the Property. It would force the Developer to devote the entire upper parking area to commercial loading because the height requirements of the loading area render the lower portion of the parking areas inaccessible to commercial deliveries. In addition, the building height limitations dictate that the height of the lower parking area cannot be used increased. Therefore, the loading space would be restricted to the upper parking area which would impede accessibility and force all handicap access to be via elevator through the garage. The Developer believes that the commercial deliveries that are expected to occur at the Property will be minimal and will be able to be restricted to early morning hours.

2.

This variance will not be a detriment to the public good or property in the area nor will it impair affected natural resources. Instead it will enable the Developer to complete the Project and properly balance the needs of the facility and the surrounding community.

3.

Granting this application for a variance is consistent with the Manhattan Beach Municipal Code and will not constitute a grant of special privilege inconsistent with limitation on other properties in the vicinity and in the same zoning and area district.

Daniel Moreno

From: tahoe2008@aim.com
Sent: Wednesday, April 11, 2007 6:05 PM
To: Richard Thompson; Daniel Moreno
Subject: Versailles Office Project

Dear Messrs. Thompson & Morens:

My name is Roberta Stephens and I live at 1142 10th Street. My husband and I have been contacted by George Apostol with Iron Oak Partners regarding the medical office project that is being considered at the western end of our street, at 10th and Sepulveda. I wanted to relay our excitement about the project.

My husband and I have met twice with George. The second meeting I invited several of our neighbors, one of which was our block captain. He gave us an overview of the project and by the second meeting had incorporated several suggestions my husband and I had made, which impressed us. We love the design of the building and we feel this project will enhance the value of our property, reduce traffic in the neighborhood and overall improve the appeal of our street compared to the continuing operation of the Versailles Restaurant.

We would greatly appreciate it if you would approve this project. If you have any questions you can email us or call us at 310-318-6877.

Thank you for your attention to this matter.

Sincerely,

Roberta Stephens

Check Out the new free AIM(R) Mail -- 2 GB of storage and industry-leading spam and email virus protection.



04/12/2007

1008 DEVELOPMENT
GROUP, LLC

May 7, 2006

Via Hand Delivery

Mr. Richard Thompson

Mr. Daniel Moreno

City of Manhattan Beach - Community Development

1400 Highland Avenue

Manhattan Beach, CA 90266

Re: 1008 Sepulveda Boulevard, Manhattan Beach, CA (the "Property")

Dear Messrs. Thompson and Moreno:

As a follow-up to our discussions, I wanted to provide you with a summary of our meetings with the neighbors on 10th Street regarding our redevelopment plans for the Versailles Restaurant site.

In accordance with your recommendation, we have been working with the residents along 10th Street to ensure that our project incorporates the needs of the community and minimizes the impact on the adjoining residential neighborhood. We initiated discussions with two residents and asked them to assist us in creating a focus group and to assist us in disseminating information about our plans to other residents on the block. These individuals have agreed to act as a liaison between our group and the other neighbors along 10th Street. They were instrumental in introducing us to the Block Captain and arranged a special meeting so that we could present our project to the Block Captain personally. As of this date, we have had two formal meetings during which we presented architectural plans, elevations, and computer-generated renderings of the exterior of the proposed facility. We are pleased that our current revised plan incorporates the initial comments we received from the neighbors during these meetings.

The two residents we initially met with took the time to speak with several additional neighbors and communicated our plans for the site. We offered to conduct an additional presentation for these neighbors and were told it was unnecessary, as the neighbors were all supportive of the proposed plans.

During our meetings, we explained to the residents how, along with the help of the Planning Department, we were able to soften certain exterior elements to make the redevelopment more user friendly to the visitors of the building as well as to the neighborhood. We discussed the use of low reflective glass, increased set-backs, and landscaping to enhance the overall warmth of the building. We also discussed how the southeast portion of the building was pulled back in an effort to increase light and air available to the residential site located immediately to the east of our project. We reviewed the fact that our design was modified to reduce the amount of surface parking spaces on the upper deck. This modification resulted in over 85% of the parking to be located below grade, thus reducing noise and headlight glare into the neighboring community. We also discussed that our parking structure was designed to have wider ingress and egress driveways and full circulation within

EXHIBIT
4

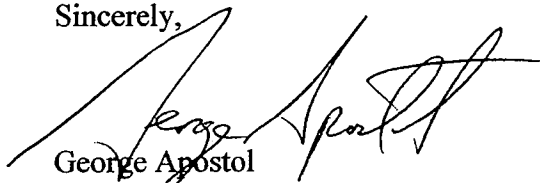
the parking structure so that there would be no "dead ends" in the structure. We further discussed that in an effort to make the facility as functional as possible, all parking spaces would be "full sized" and that no "compact sized" spots were utilized in the planning of the project. The residents also appreciated the fact that all egress points were right-hand turn only, effectively forcing all vehicles back on to Sepulveda Boulevard and thus reducing the vehicular traffic in the residential neighborhood.

Overall the residents that we met with were pleased with the proposed redevelopment and our plan to construct a Class A medical facility in place of the existing restaurant facility. They consider our proposal to be a positive contribution to the City of Manhattan Beach and acknowledge our attempt to maintain a proper balance with the needs of the residential community.

We would also like to take this opportunity to thank you and your team for the continued constructive input we have received and for the amount of time you have devoted to working on this project with us. We truly appreciate the collaborative approach and there is no question that the collective input we have received thus far has helped make this project simply outstanding.

If you have any questions, please call me at 310-466-4841.

Sincerely,



George Apostol
Managing Member



REVISED TRAFFIC IMPACT ANALYSIS
MANHATTAN MEDICAL CENTER
Manhattan Beach, California
April 9, 2007

Prepared for:
1008 INVESTMENT GROUP, LLC
c/o TOMARO ARCHITECTURE, INC.
1006 Sixth Street, Suite 100
Manhattan Beach, CA 90266

LLG Ref. 2-07-2856-1



Prepared by:
Shane Green
Transportation Engineer I

Prepared Under the Supervision of:
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April 9, 2007

Mr. Louie Tomaro
1008 Investment Group, LLC
c/o Tomaro Architecture, Inc.
1001 6th Street, Suite 100
Manhattan Beach, CA 90266

LLG Reference: 2.07.2856.1

Subject: **Traffic Impact Analysis for the Manhattan Medical Center**
Manhattan Beach, California

Dear Mr. Tomaro:

Linscott, Law & Greenspan, Engineers (LLG) is pleased to submit this Traffic Impact Analysis for the Manhattan Medical Center project. The project site is a rectangular-shaped parcel of land located on the northeast corner of 10th Street and Sepulveda Boulevard in the City of Manhattan Beach, California. The proposed project includes the construction of a two-story, 25,350 square-foot (SF) medical office building, a 104-space, two-level subterranean parking garage and a 12-space surface parking lot in place of an existing 4,000 SF restaurant.

This traffic impact analysis presents an inventory of existing characteristics and traffic volumes at six (6) key study intersections within the vicinity of the project, forecasts vehicular traffic generated by the proposed project, and evaluates potential project-related traffic impacts on the surrounding street system. The Scope of Work for this report has been developed in coordination with City of Manhattan Beach staff. A parking evaluation was also prepared to assess the parking requirements of the project.

Briefly, based on the results of our analysis, the proposed project will cumulatively impact one of the key study intersections in the Year 2009. However, the implementation of improvements at the intersection of 10th Street and Sepulveda Boulevard completely offsets the impact of the proposed project, as well as future background traffic. The proposed project can be expected to pay a proportional "fair-share" of the improvement costs at this intersection to mitigate the project's traffic impact. Based on our fair-share analysis, the project's fair-share contribution for the recommended near-term (Year 2009) intersection improvements totals approximately \$22,750.00.

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April 9, 2007
Page 2

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We appreciate the opportunity to prepare this study. A summary of findings and conclusions can be found on pages 41 and 42 of this report. Should you have any questions or comments regarding the findings and recommendations within this report, please contact our office at (714) 641-1587.

Very truly yours,
Linscott, Law & Greenspan, Engineers



Richard E. Barretto, P.E.
Principal



Shane Green
Transportation Engineer I

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REVISED TRAFFIC IMPACT ANALYSIS
MANHATTAN MEDICAL CENTER

Manhattan Beach, California
April 9, 2007

1.0 INTRODUCTION

This traffic impact study addresses the potential traffic impacts and parking requirements associated with the proposed Manhattan Medical Center project (hereinafter referred to as Project) in the City of Manhattan Beach, California. The project site is a rectangular-shaped parcel of land located on the northeast corner of 10th Street and Sepulveda Boulevard. This report has been revised to address traffic and parking impacts associated with a change in project description that now includes retail/food uses (coffee house) as requested by the City of Manhattan Beach.

This report documents the findings and recommendations of a traffic impact analysis, as well as a parking analysis, conducted by Linscott, Law & Greenspan, Engineers (LLG) to determine the potential impacts associated with the proposed Project. The traffic analysis evaluates the existing operating conditions at six (6) key study intersections within the project vicinity, estimates the trip generation potential of the proposed Project, and forecasts future operating conditions without and with the proposed Project. Where necessary, intersection improvements/mitigation measures are identified.

This traffic report satisfies the traffic impact requirements of the City of Manhattan Beach and is consistent with the *2004 Congestion Management Program (CMP) for Los Angeles County*. The Scope of Work for this report has been developed in coordination with City of Manhattan Beach staff. The project site has been visited and an inventory of adjacent area roadways and intersections was performed. Existing peak hour traffic information has been collected at six key study locations on a "typical" weekday for use in the preparation of intersection level of service calculations. Information concerning cumulative projects (planned and/or approved) in the vicinity of the proposed Project has been researched. Based on our research, there are sixteen (16) related projects within a two-mile radius of the site that are located within the City of El Segundo, City of Manhattan Beach or City of Hawthorne. These sixteen planned and/or approved related projects were considered in the cumulative traffic analysis for this project.

The parking study evaluates the future parking demand of the project and the availability of parking after completion of the proposed medical office building. The parking analysis is based on the City of Manhattan Beach Off-street Parking Code in comparison to information contained in the 3rd Edition of *Parking Generation*, published by the Institute of Transportation Engineers (ITE) [Washington, D.C., 2004]. The parking study also evaluates the future parking demand of the project based on the methodology outlined in the Urban Land Institute's (ULI) *Shared Parking, 2nd Edition* and forecast parking demands for "typical" weekday and weekend conditions.

1.1 Study Area

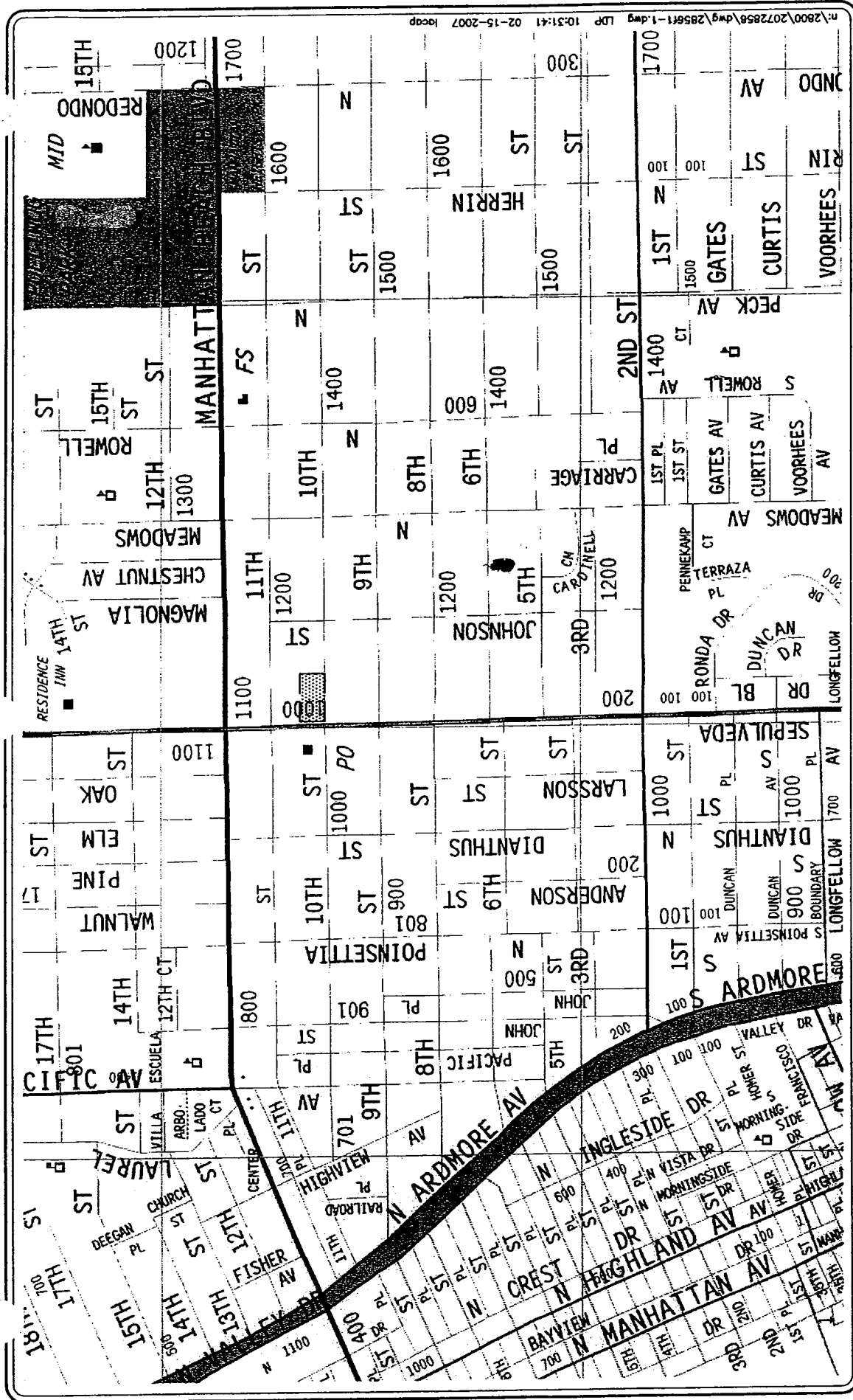
The six intersections listed below provide regional and local access to the study area and define the extent of the boundaries for this traffic impact investigation.

1. Sepulveda Boulevard at Manhattan Beach Boulevard
2. Sepulveda Boulevard at 10th Street
3. Sepulveda Boulevard at 8th Street
4. Sepulveda Boulevard at 2nd Street
5. Poinsettia Avenue at 10th Street
6. Meadows Avenue at 10th Street

Figure 1-1 presents a Vicinity Map, which illustrates the general location of the Project and depicts the study locations and surrounding street system. The Volume-Capacity (V/C) and Level of Service (LOS) investigations at these key locations were used to evaluate the potential traffic-related impacts associated with area growth, cumulative projects and the proposed Project. When necessary, this report recommends intersection improvements that may be required to accommodate future traffic volumes and restore/maintain an acceptable Level of Service, and/or mitigates the impact of the Project.


Included in this traffic and parking analysis are:

- Existing traffic counts,
- Estimated project traffic generation/distribution/assignment,
- Estimated cumulative project traffic generation/distribution/assignment,
- AM and PM peak hour capacity analyses for existing conditions (Year 2007)
- AM and PM peak hour capacity analyses for future (Year 2009) conditions without and with Project traffic,
- Project-Specific Improvements,
- Congestion Management Program Compliance Assessment,
- Parking Analysis Evaluation, and
- Alternative Analysis.



SOURCE: THOMAS BROS.

KEY

 = PROJECT SITE



NO SCALE

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FIGURE 1-1

VICINITY MAP
1008 MEDICAL PLAZA, MANHATTAN BEACH

2.0 PROJECT DESCRIPTION

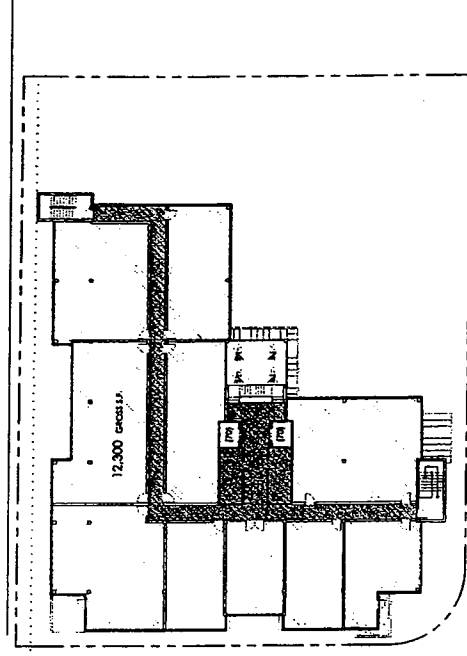
The project site is a rectangular-shaped parcel of land located on the northeast corner of 10th Street and Sepulveda Boulevard in the City of Manhattan Beach, California. The subject property is currently developed with a 4,000± square-foot (SF) restaurant, which be demolished as part of development of the proposed Project.

The proposed Manhattan Medical Center project includes the construction of a two-story, 25,350 square-foot (SF) medical office building, a 104-space, two-level subterranean parking garage and a 12-space surface parking lot. As presented in *Table 2-1*, the proposed medical office building will include 19,185 SF of medical office space, 665 SF of retail space, 1,715 SF of restaurant/food uses (coffee house) and 3,785 SF of common area/circulation corridor. Approximately 385 SF of outdoor seating area/patio will be provided for the proposed coffee house. Consistent with the City's requirements that 10% of all spaces at medical care facilities be accessible spaces, 11 parking spaces are designated as handicap accessible. *Figure 2-1* presents the proposed site plan for the Project prepared by Tomaro Architecture, Inc. The Project is expected to be completed by Year 2009.

2.1 Site Access

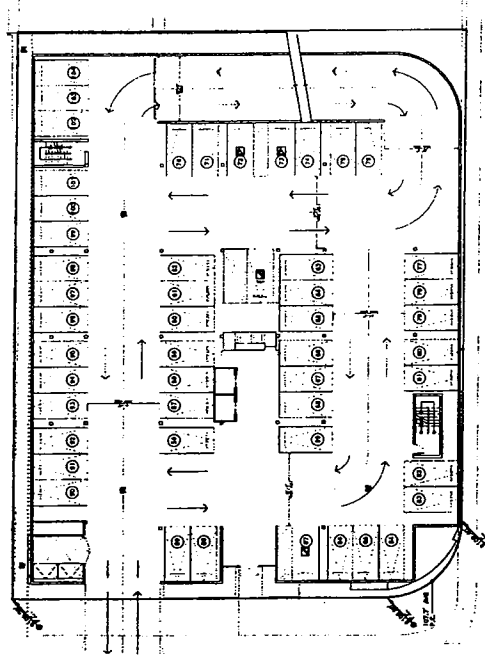
Vehicular access to the project will be provided via one driveway located along 10th Street and one driveway located along Sepulveda Boulevard. The driveway located on 10th Street will be a full access driveway, while the driveway located on Sepulveda will be a right-turn in right-turn out only. Both driveways provide access to the project's parking garage.

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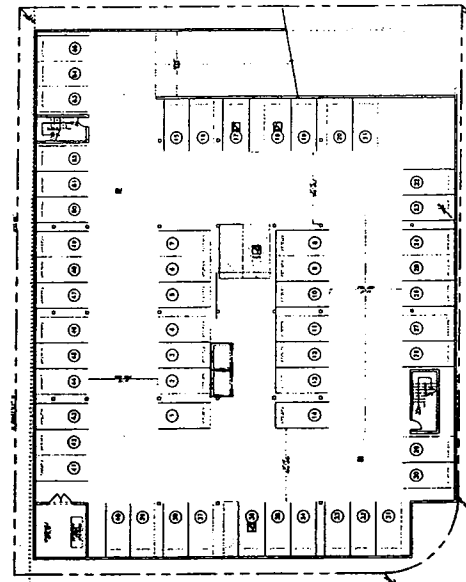


SECOND FLOOR PLAN
SCALE 1/16" = 1'-0"

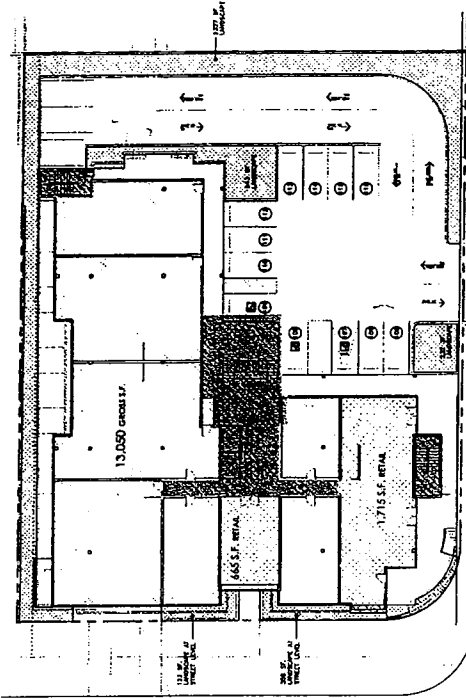
BUILDING AREAS	
OFFICE	12,300
RETAIL	12,300
TOTAL	24,600
AREA BREAKDOWN	
OFFICE	12,300
RETAIL	12,300
TOTAL	24,600
COMMON AREAS	
OFFICE	12,300
RETAIL	12,300
TOTAL	24,600
LANDSCAPE	
OFFICE	12,300
RETAIL	12,300
TOTAL	24,600



SITE PLAN - BASEMENT
SCALE 1/16" = 1'-0"



BASEMENT - LOWER LEVEL
SCALE 1/16" = 1'-0"



SITE PLAN - FIRST FLOOR
SCALE 1/16" = 1'-0"

FIGURE 2-1

PROPOSED SITE PLAN

1008 MEDICAL PLAZA, MANHATTAN BEACH

SOURCE : TOMARO ARCHITECTURE INCORPORATED



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TABLE 2-1
PROJECT DEVELOPMENT SUMMARY¹

Land Use / Project Description	Development Totals
<i>Manhattan Medical Center</i>	
▪ Medical Office	19,185 SF
▪ Retail	665 SF
▪ Coffee Shop (Food Use)	1,715 SF
▪ Corridors, etc...	<u>3,785 SF</u>
Total	25,350 SF
<i>Parking Structure</i>	
▪ Full Size Parking Spaces	97 spaces
▪ Accessible Parking Spaces	<u>7 spaces</u>
Total	104 spaces
<i>Surface Parking Lot</i>	
▪ Full Size Parking Spaces	8 spaces
▪ Accessible Parking Spaces	<u>4 spaces</u>
Subtotal	12 spaces
Totals Development Potential	25,350 SF with 116-space parking supply

Notes:

- SF = square foot of development

¹ Source: Tomaro Architecture, Inc.

3.0 EXISTING CONDITIONS

3.1 Existing Street System

The local network of streets serving the proposed Project includes Sepulveda Boulevard, Manhattan Beach Boulevard, 10th Street, 8th Street, 2nd Street, Poinsettia Avenue, and Meadows Avenue. The following discussion provides a brief synopsis of these key area streets. The descriptions are based on an inventory of existing roadway conditions.

Sepulveda Boulevard (State Route 1) is generally a six-lane, divided roadway oriented in the north-south direction. On-street parking is permitted along the majority of this roadway, except during the AM peak period and PM Peak period. Between 5:30 AM and 9:30 AM, Monday through Friday, parking is prohibited along the eastside of Sepulveda Boulevard, while parking is prohibited along the westside between the hours of 3:00 PM and 7:00 PM. The posted speed limit on Sepulveda Boulevard is 35 mph. The City of Manhattan Beach Master Plan of Roadways designates Sepulveda Boulevard as a Regional Arterial and is under authority of the State of California Department of Transportation (CALTRANS).

Manhattan Beach Boulevard is a four-lane, undivided roadway to the west of Sepulveda Boulevard and a four-lane divided roadway to the east of Sepulveda Boulevard which is oriented in the east-west direction. On-street parking is permitted along the majority of this roadway in the vicinity of the project. The posted speed limit on Manhattan Beach Boulevard is 35 mph. The City of Manhattan Beach Master Plan of Roadways designates Manhattan Beach Boulevard, east of Sepulveda Boulevard as a Major Arterial and a Minor Arterial west of Sepulveda Boulevard.

10th Street is generally a two-lane, undivided roadway oriented in the east-west direction. On-street parking is permitted along the majority of this roadway in the vicinity of the project. The posted speed limit on 10th Street is 25 mph. 10th Street is designated as a Local Street in the City of Manhattan Beach Master Plan of Roadways.

8th Street is generally a two-lane, undivided roadway oriented in the east-west direction. On-street parking is permitted along the majority of this roadway in the vicinity of the project. The posted speed limit on 8th Street is 25 mph. 8th Street is designated as a Local Street in the City of Manhattan Beach Master Plan of Roadways.

2nd Street is generally a two-lane, undivided roadway oriented in the east-west direction. On-street parking is permitted along the majority of this roadway in the vicinity of the project. The posted speed limit on 2nd Street is 25 mph. 2nd Street is designated as a Major Local in the City of Manhattan Beach Master Plan of Roadways.

Poinsettia Avenue is generally a two-lane, undivided roadway oriented in the north-south direction. On-street parking is permitted along the majority of this roadway in the vicinity of the project. The posted speed limit on Poinsettia Avenue is 25 mph. Poinsettia Avenue is designated as a Major Local in the City of Manhattan Beach Master Plan of Roadways.

Meadows Avenue is generally a two-lane, undivided roadway oriented in the north-south direction. On-street parking is permitted along the majority of this roadway in the vicinity of the project. The posted speed limit on Meadows Avenue is 25 mph. Meadows Avenue is designated as a Major Local in the City of Manhattan Beach Master Plan of Roadways.

Figure 3-1 presents an inventory of the existing roadway conditions for the arterials and intersections evaluated in this report. This figure identifies the number of travel lanes for key arterials, as well as intersection configurations and controls for the key area study intersections.

3.2 Existing Traffic Volumes

Six (6) intersections have been identified as the locations at which to evaluate existing and future traffic operating conditions. Some portion of potential project-related traffic will pass through each of these intersections, and their analysis will reveal the expected relative impacts of the Project. Existing AM and PM peak hour traffic volumes for the six key study intersections evaluated in this report were obtained from manual morning and evening peak hour turning movement counts conducted by Transportation Studies Inc. in January 2007.

Figures 3-2 and 3-3 illustrate the existing AM and PM peak hour traffic volumes at the six key study intersections evaluated in this report, respectively. *Appendix A* contains the detailed peak hour count sheets for the key intersections evaluated in this report.

3.3 Existing Intersection Conditions

Existing AM and PM peak hour operating conditions for the six key study intersections were evaluated using the *Intersection Capacity Utilization (ICU)* methodology for signalized intersections and the methodology outlined in Chapter 17 of the *Highway Capacity Manual 2000 (HCM2000)* for unsignalized intersections.

3.3.1 Intersection Capacity Utilization (ICU) Method of Analysis

In conformance with the City of Manhattan Beach and LA County CMP requirements, existing AM and PM peak hour operating conditions for the key signalized study intersections were evaluated using the Intersection Capacity Utilization (ICU) method. The ICU technique is intended for signalized intersection analysis and estimates the volume to capacity (V/C) relationship for an intersection based on the individual V/C ratios for key conflicting traffic movements. The ICU numerical value represents the percent signal (green) time, and thus capacity, required by existing and/or future traffic. It should be noted that the ICU methodology assumes uniform traffic distribution per intersection approach lane and optimal signal timing. Per LA County CMP requirements, the ICU calculations use a lane capacity of 1,600 vehicles per hour (vph) for left-turn, through, and right-turn lanes, and dual left turn capacity of 2,880 vph. A clearance adjustment factor of 0.10 was added to each Level of Service calculation.

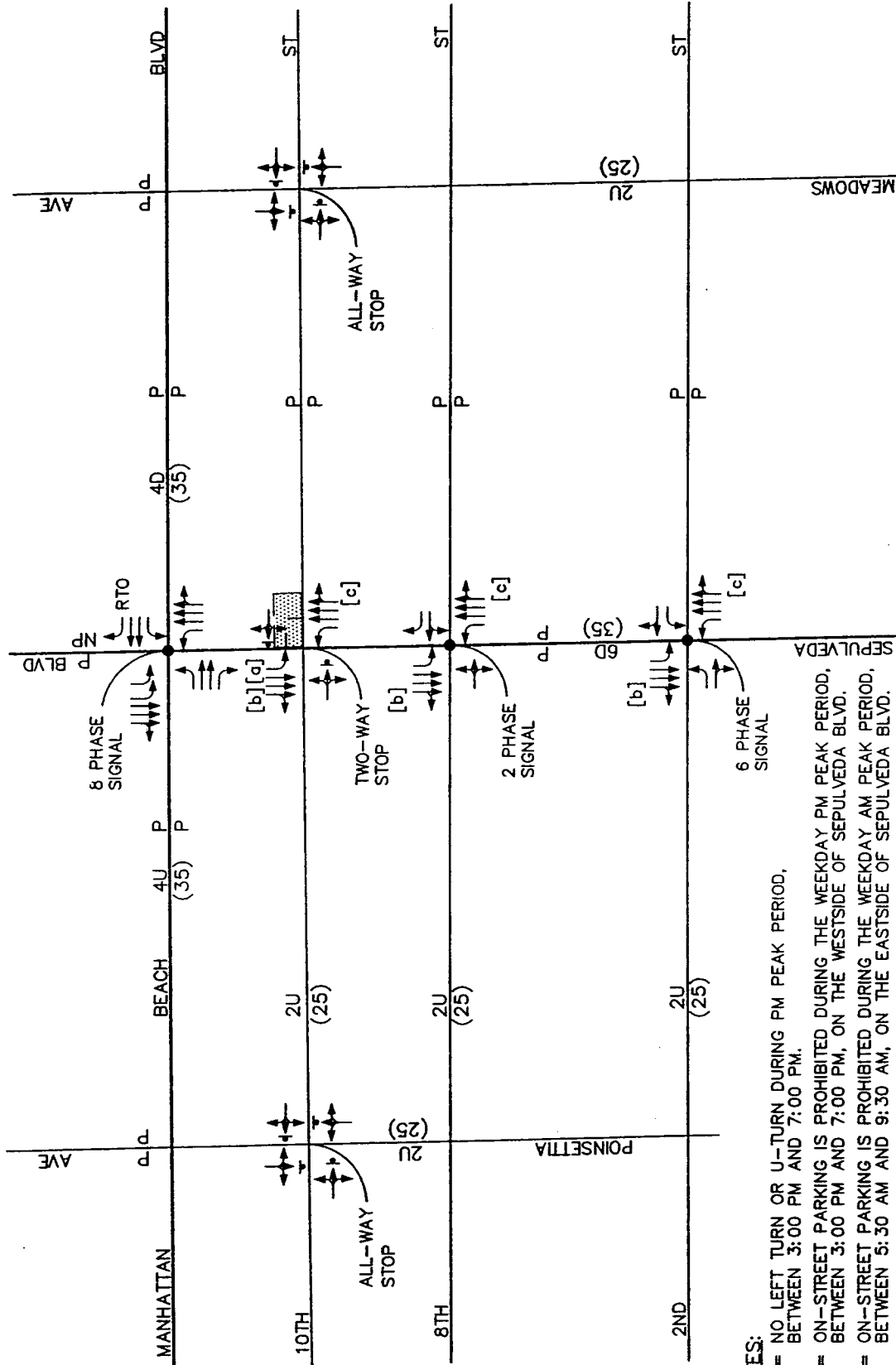


FIGURE 3-1
EXISTING ROADWAY CONDITIONS
AND INTERSECTION CONTROLS
1008 MEDICAL PLAZA, MANHATTAN BEACH

KEY

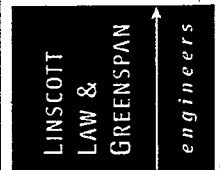
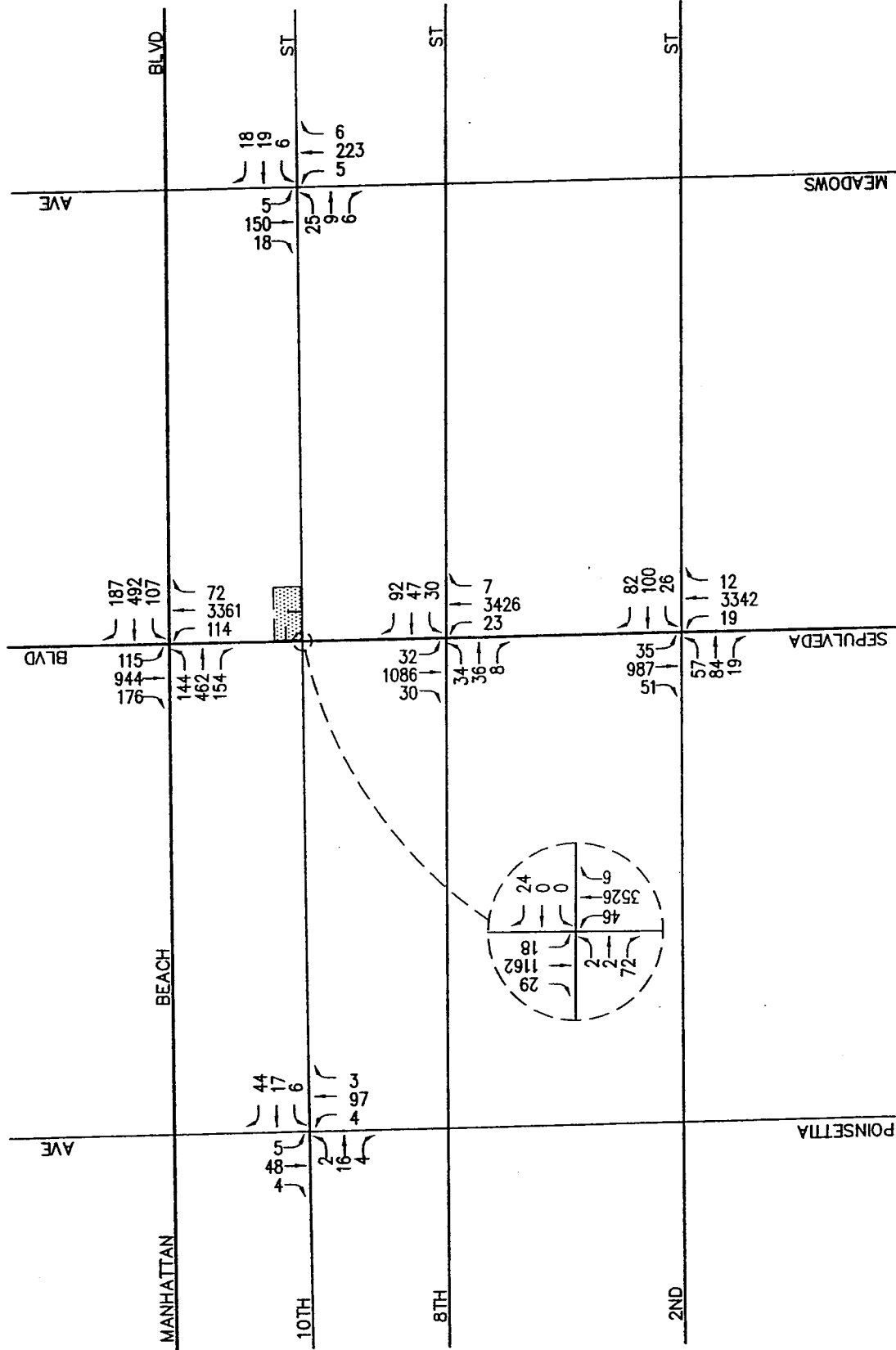
- = APPROACH LANE ASSIGNMENT
- = TRAFFIC SIGNAL, ▽ = STOP SIGN
- P = PARKING, NP = NO PARKING
- U = UNDIVIDED, D = DIVIDED
- 2 = NUMBER OF TRAVEL LANES
- (XX) = POSTED SPEED LIMIT (MPH)
- RTO = RIGHT-TURN OVERLAP
- [Pattern] = PROJECT SITE

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engineers

NO SCALE

FIGURE 3-2

EXISTING AM PEAK HOUR TRAFFIC VOLUMES
1008 MEDICAL PLAZA, MANHATTAN BEACH



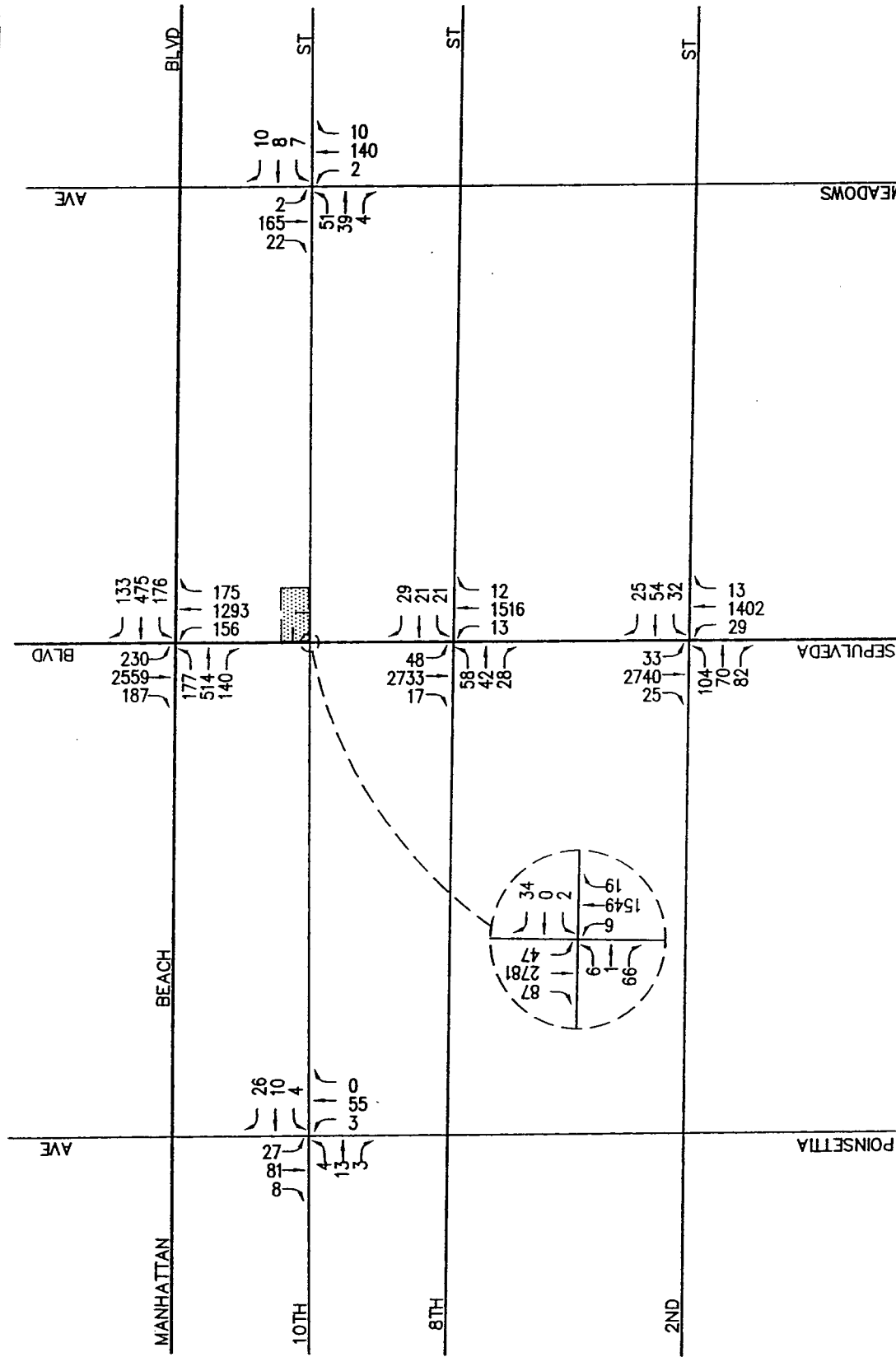


FIGURE 3-3

EXISTING PM PEAK HOUR TRAFFIC VOLUMES
1008 MEDICAL PLAZA, MANHATTAN BEACH



NO SCALE

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GREENSPAN
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The ICU value translates to a Level of Service (LOS) estimate, which is a relative measure of the intersection performance. The six qualitative categories of Level of Service have been defined along with the corresponding ICU value range and are shown in *Table 3-1*. The ICU value is the sum of the critical volume to capacity ratios at an intersection; it is not intended to be indicative of the LOS of each of the individual turning movements. According to City of Manhattan Beach criteria, LOS D (ICU = 0.801 – 0.900) is the minimum acceptable condition that should be maintained during the morning and evening peak commute hours.

3.3.2 Highway Capacity Manual (HCM) Method of Analysis (Unsignalized Intersections)

The 2000 HCM unsignalized methodology for stop-controlled intersections was utilized for the analysis of the unsignalized intersections. This methodology estimates the average control delay for each of the subject movements and determines the level of service for each approach. The higher delay of the minor street approach then determines the intersection's service level. The HCM control delay value translates to a Level of Service (LOS) estimate, which is a relative measure of the intersection performance. The six qualitative categories of Level of Service have been defined along with the corresponding HCM control delay value range, as shown in *Table 3-2*.

3.4 Existing Level of Service Results

Table 3-3 summarizes the existing peak hour service level calculations for key study intersections based on existing traffic volumes and current street geometry. Review of *Table 3-3* indicates that based on the ICU and/or HCM method of analysis and the City of Manhattan Beach LOS criteria, three of the six key study intersections currently operate at an unacceptable Level of Service (LOS E or worse) during the AM and/or PM peak hours. The remaining three key study intersections currently operate at acceptable LOS D or better during the AM and PM peak hours. The intersections operating at adverse level of service are:

<u>Key Intersection</u>	<u>AM Peak Hour</u>		<u>PM Peak Hour</u>	
	<u>ICU/HCM</u>	<u>LOS</u>	<u>ICU/HCM</u>	<u>LOS</u>
1. Sepulveda Blvd at Manhattan Beach Blvd	1.099	F	1.041	F
2. Sepulveda Blvd at 10 th Street	1798.8 s/v	F	2637.6 s/v	F
4. Sepulveda Blvd at 2 nd Street	0.971	E	--	--

Appendix B presents the peak hour ICU/LOS and HCM/LOS calculation worksheets for the six key study intersections.

TABLE 3-1
LEVEL OF SERVICE CRITERIA FOR SIGNALIZED INTERSECTIONS

Level of Service (LOS)	Intersection Capacity Utilization Value (V/C)	Level of Service Description
A	0.00 – 0.60	EXCELLENT. No vehicle waits longer than one red light, and no approach phase is fully used.
B	> 0.60 – 0.70	VERY GOOD. An occasional approach phase is fully utilized; many drivers begin to feel somewhat restricted within groups of vehicles.
C	> 0.70 – 0.80	GOOD. Occasionally drivers may have to wait through more than one red light; backups may develop behind turning vehicles.
D	> 0.80 – 0.90	FAIR. Delays may be substantial during portions of the rush hours, but enough lower volume periods occur to permit clearing of developing lines, preventing excessive backups.
E	> 0.90 – 1.00	POOR. Represents the most vehicles intersection approaches can accommodate; may be long lines of waiting vehicles through several signal cycles.
F	> 1.00	FAILURE. Backups from nearby locations or on cross streets may restrict or prevent movement of vehicles out of the intersection approaches. Potentially very long delays with continuously increasing queue lengths.

TABLE 3-2
LEVEL OF SERVICE CRITERIA FOR UNSIGNALIZED INTERSECTIONS²

Level of Service (LOS)	Highway Capacity Manual Delay Value (sec/veh)	Level of Service Description
A	≤ 10.0	Little or no delay
B	> 10.0 and ≤ 15.0	Short traffic delays
C	> 15.0 and ≤ 25.0	Average traffic delays
D	> 25.0 and ≤ 35.0	Long traffic delays
E	> 35.0 and ≤ 50.0	Very long traffic delays
F	> 50.0	Severe congestion

² Source: *Highway Capacity Manual 2000*, Chapter 17 (Unsignalized Intersections).

TABLE 3-3
EXISTING PEAK HOUR LEVELS OF SERVICE³

Key Intersections	Time Period	Control Type	ICU / Delay (sec/veh)	LOS
1. Sepulveda Boulevard at Manhattan Beach Boulevard	AM	8Ø Traffic	1.099	F
	PM	Signal	1.041	F
2. Sepulveda Boulevard at 10 th Street	AM	Two – Way	1789.8 sec/veh	F
	PM	Stop	2637.6 sec/veh	F
3. Sepulveda Boulevard at 8 th Street	AM	2Ø Traffic	0.884	D
	PM	Signal	0.761	C
4. Sepulveda Boulevard at 2 nd Street	AM	5Ø Traffic	0.971	E
	PM	Signal	0.809	D
5. Poinsettia Avenue at 10 th Street	AM	All – Way	7.5 sec/veh	A
	PM	Stop	7.5 sec/veh	A
6. Meadows Avenue at 10 th Street	AM	All – Way	8.5 sec/veh	A
	PM	Stop	8.4 sec/veh	A

³ Appendix B contains level of service calculation sheets for key study intersections. **Bold ICU/LOS values and HCM/LOS values indicate adverse service levels based on City LOS Standards.**

4.0 TRAFFIC FORECASTING METHODOLOGY

In order to estimate the traffic impact characteristics of the proposed Project, a multi-step process has been utilized. The first step is trip generation, which estimates the total arriving and departing traffic on a peak hour and daily basis. The traffic generation potential is forecast by applying the appropriate vehicle trip generation equations or rates to the project development tabulation.

The second step of the forecasting process is trip distribution, which identifies the origins and destinations of inbound and outbound project traffic. These origins and destinations are typically based on demographics and existing/anticipated travel patterns in the study area.

The third step is traffic assignment, which involves the allocation of project traffic to study area streets and intersections. Traffic assignment is typically based on minimization of travel time, which may or may not involve the shortest route, depending on prevailing operating conditions and travel speeds. Traffic distribution patterns are indicated by general percentage orientation, while traffic assignment allocates specific volume forecasts to individual roadway links and intersection turning movements throughout the study area.

With the forecasting process complete and project traffic assignments developed, the impact of the proposed Project is isolated by comparing operational (LOS) conditions at selected key intersections using expected future traffic volumes with and without forecast project traffic. The need for site-specific and/or cumulative local area traffic improvements can then be evaluated and the significance of the Project's impacts identified.

5.0 PROJECT TRAFFIC CHARACTERISTICS

5.1 Project Traffic Generation

Traffic generation is expressed in vehicle trip ends, defined as one-way vehicular movements, either entering or exiting the generating land use. Generation equations and/or rates used in the traffic forecasting procedure are found in the Seventh Edition of *Trip Generation*, published by the Institute of Transportation Engineers (ITE) [Washington D.C., 2003].

Table 5-1 summarizes the trip generation rates used in forecasting the vehicular trips generated by the existing land use and proposed medical office building and their associated trip generation. As shown in the upper portion of this table, the trip generation potential of the existing land use was estimated using ITE Land Use 931: Quality Restaurant trip rates, while the trip generation potential of the proposed Project was estimated using the average trip rates for ITE Land Use 720: Medical-Dental Office Building, ITE Land Use 820: Shopping Center and ITE Land Use 933: Coffee Shop.

Review of the lower portion of *Table 5-1* shows that the existing restaurant generates 324 daily trips, with 3 trips (3 inbound, 0 outbound) produced in the AM peak hour and 17 trips (11 inbound, 6 outbound) produced in the PM peak hour.

As shown in the middle portion of *Table 5-1*, the proposed Project is forecast to generate 1,647 daily trips, with 120 trips (78 inbound, 42 outbound) produced in the AM peak hour and 109 trips (36 inbound, 73 outbound) produced in the PM peak hour. Comparison of the trips generated by the "Existing Land Uses" to these trips shows that the implementation of the proposed Manhattan Medical Center project will result in 1,323 additional daily trips, 117 additional AM peak hour trips and 92 additional PM peak hour trips (see last row of *Table 5-1*). These net trips were used to evaluate the Project's potential traffic impacts at the six study intersections.

Please note that the aforementioned project trip generation includes adjustments for internal trips and pass-by for trips that come directly from the everyday traffic stream on the adjoining streets (i.e. Sepulveda Boulevard). The methodology used in the estimation of internal capture and pass-by trips for the Project is documented in ITE's *Trip Generation Handbook* [Washington, D.C., June 2004]. *Appendix C* contains the internal capture worksheets used in this analysis.

TABLE 5-1
PROJECT TRAFFIC GENERATION FORECAST⁴

ITE Land Use Code	Daily 2-Way	AM Peak Hour			PM Peak Hour		
		Enter	Exit	Total	Enter	Exit	Total
<u>Generation Factors:</u>							
▪ 720: Medical Office Building (TE/1,000SF)	36.13	1.96	0.52	2.48	1.00	2.72	3.72
▪ 820: Shopping Center (TE/1000 SF)	42.94	0.63	0.40	1.03	1.80	1.95	3.75
▪ 931: Quality Restaurant (TE/1,000 SF)	89.95	0.76	0.05	0.81	5.02	2.47	7.49
▪ 933: Coffee Shop (TE/1000 SF)	682.20	37.25	35.78	73.03	14.97	13.82	28.79
<u>Generation Forecast:</u>							
<i>Proposed Project</i>							
▪ Manhattan Medical Center (22,970 SF)	830	45	12	57	23	62	85
▪ Retail Shop (655 SF)	29	1	0	1	1	1	2
▪ Coffee Shop (1,715 SF)	<u>1,170</u>	<u>64</u>	<u>61</u>	<u>125</u>	<u>26</u>	<u>24</u>	<u>50</u>
Gross Project Trips:	2,029	110	73	183	50	87	137
Less Internal Capture ⁵ :	<u>-100</u>	<u>=</u>	<u>=</u>	<u>=</u>	<u>-2</u>	<u>-2</u>	<u>-4</u>
Subtotal:	1,929	110	73	183	48	85	133
Less Pass-By Trips ⁵ :	<u>-282</u>	<u>-32</u>	<u>-31</u>	<u>-63</u>	<u>-12</u>	<u>-12</u>	<u>-24</u>
Net Project Trip Generation:	1,647	78	42	120	36	73	109
<i>Existing Land Use</i>							
▪ Quality Restaurant (4,000 SF)	360	3	0	3	20	10	30
Less Pass-By Trips ⁵ :	<u>-36</u>	<u>=</u>	<u>=</u>	<u>=</u>	<u>-9</u>	<u>-4</u>	<u>-13</u>
Net Existing Trip Generation:	324	3	0	3	11	6	17
Net Project Traffic Generation: Proposed Project minus Existing Land Uses	1,323	75	42	117	25	67	92

Notes: TE/1,000SF = Trip end per thousand square foot of development.

⁴ Source: *Trip Generation*, 7th Edition, Institute of Transportation Engineers (ITE) [Washington, D.C. (2003)].

⁵ Source: *Trip Generation Handbook*, ITE June 2004. Internal capture trips were estimated based on the methodology outlines in *Chapter 7 – Multi-Use Development of Trip Generation Handbook*, published by ITE, June 2004. Daily trip generation rate for Land Use 933: Coffee Shop assumed to be approximately ten times that of the AM peak hour rate. The following pass-by reduction factors were utilized for this project:

-Land Use 820: Shopping Center (daily = assume 10% and PM Peak Hour = 34%)

-Land Use 931: Quality Restaurant (daily = assume 10% and PM Peak Hour = 44%)

-Land Use 933: Coffee Shop Center (daily = assume 25% and AM/PM Peak Hour = assume 50% - similar to that of a fast-food restaurant)

5.2 Project Traffic Distribution and Assignment

The AM peak hour and PM peak hour traffic distribution pattern for the proposed Project are presented in *Figure 5-1* and *Figure 5-2*, respectively. Project traffic volumes both entering and exiting the site have been distributed and assigned to the adjacent street system based on the following considerations:

- the site's proximity to major traffic carriers (i.e. Sepulveda Boulevard, Manhattan Beach Boulevard),
- expected localized traffic flow patterns based on adjacent street channelization and presence of traffic signals and turn restrictions at the study intersections,
- existing intersection traffic volumes,
- ingress/egress availability at the project site,
- input from City staff, and
- the location of proposed parking facilities.

The anticipated net AM and PM peak hour project traffic volumes associated with the proposed Project at the six (6) study intersections are presented in *Figures 5-3* and *5-4*, respectively. The traffic volume assignments presented in *Figures 5-3* and *5-4* reflect the traffic distribution characteristics shown in *Figures 5-1* and *5-2* and the net project traffic generation forecast presented in *Table 5-1*.

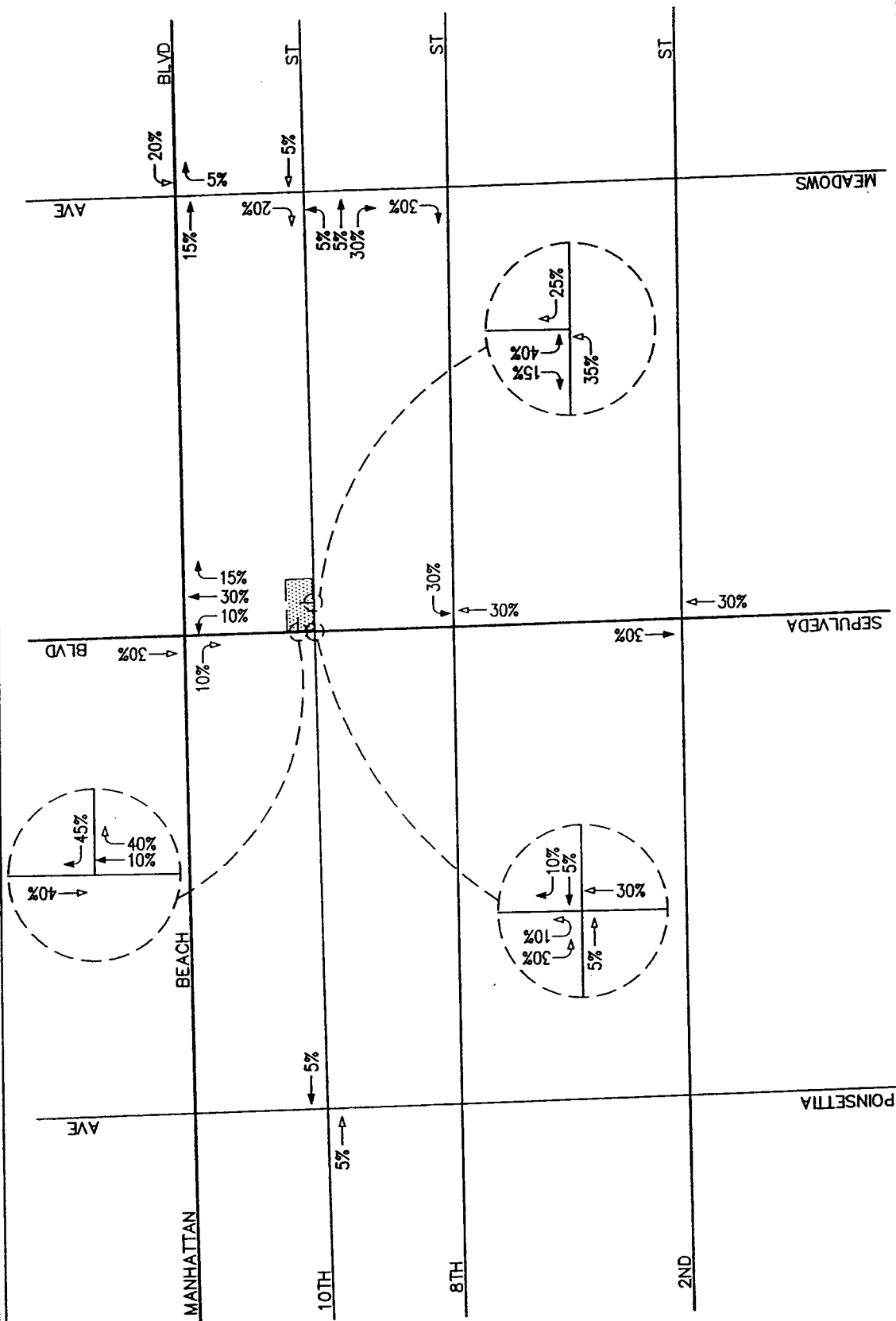
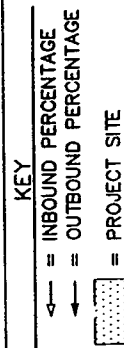


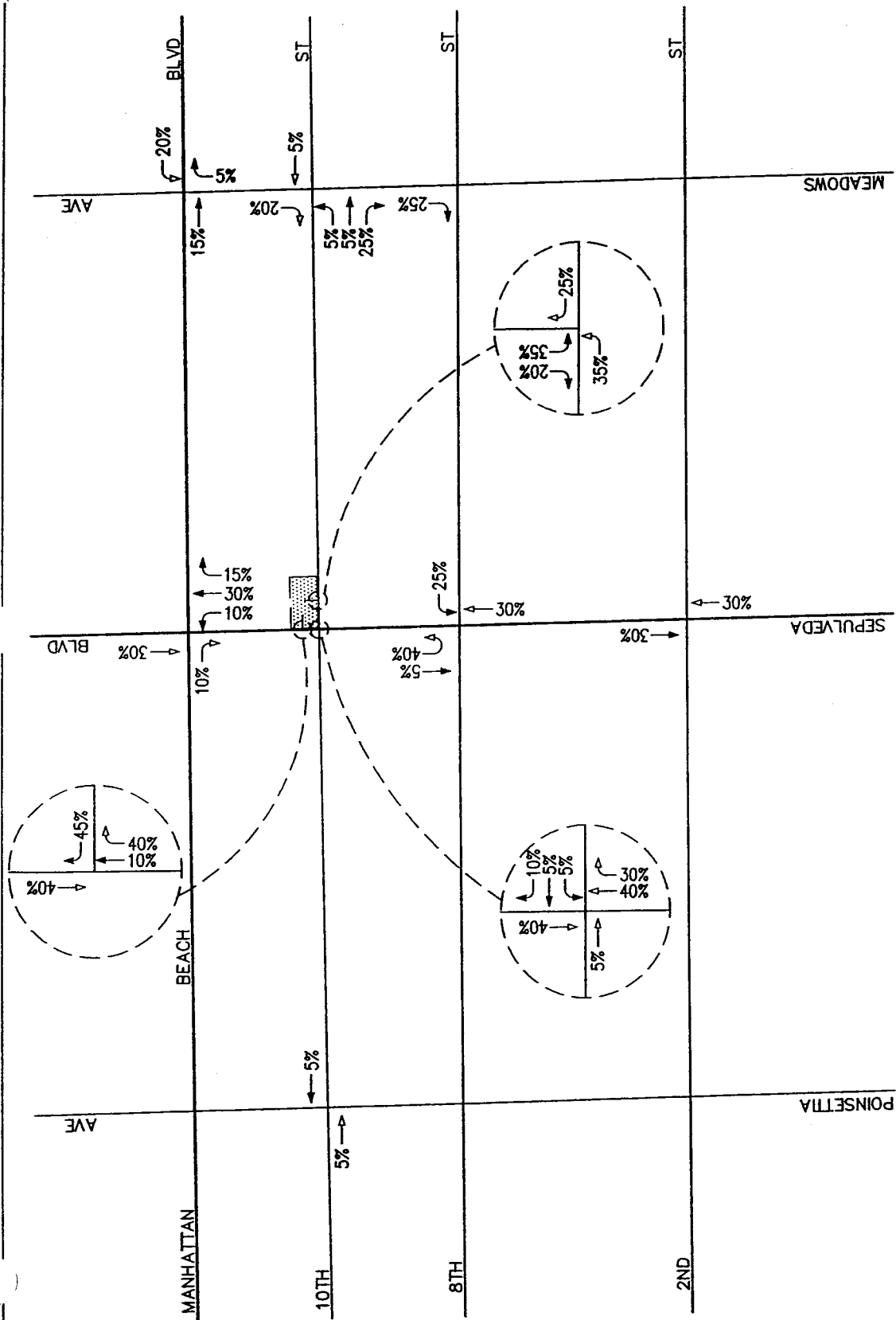
FIGURE 5-1

AM PROJECT DISTRIBUTION PATTERN
1008 MEDICAL PLAZA, MANHATTAN BEACH



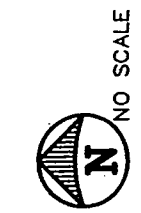
NO SCALE

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KEY

- = INBOUND PERCENTAGE
- ← = OUTBOUND PERCENTAGE
- [Shaded Rectangle] = PROJECT SITE



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FIGURE 5-2

PM PROJECT DISTRIBUTION PATTERN

1008 MEDICAL PLAZA, MANHATTAN BEACH

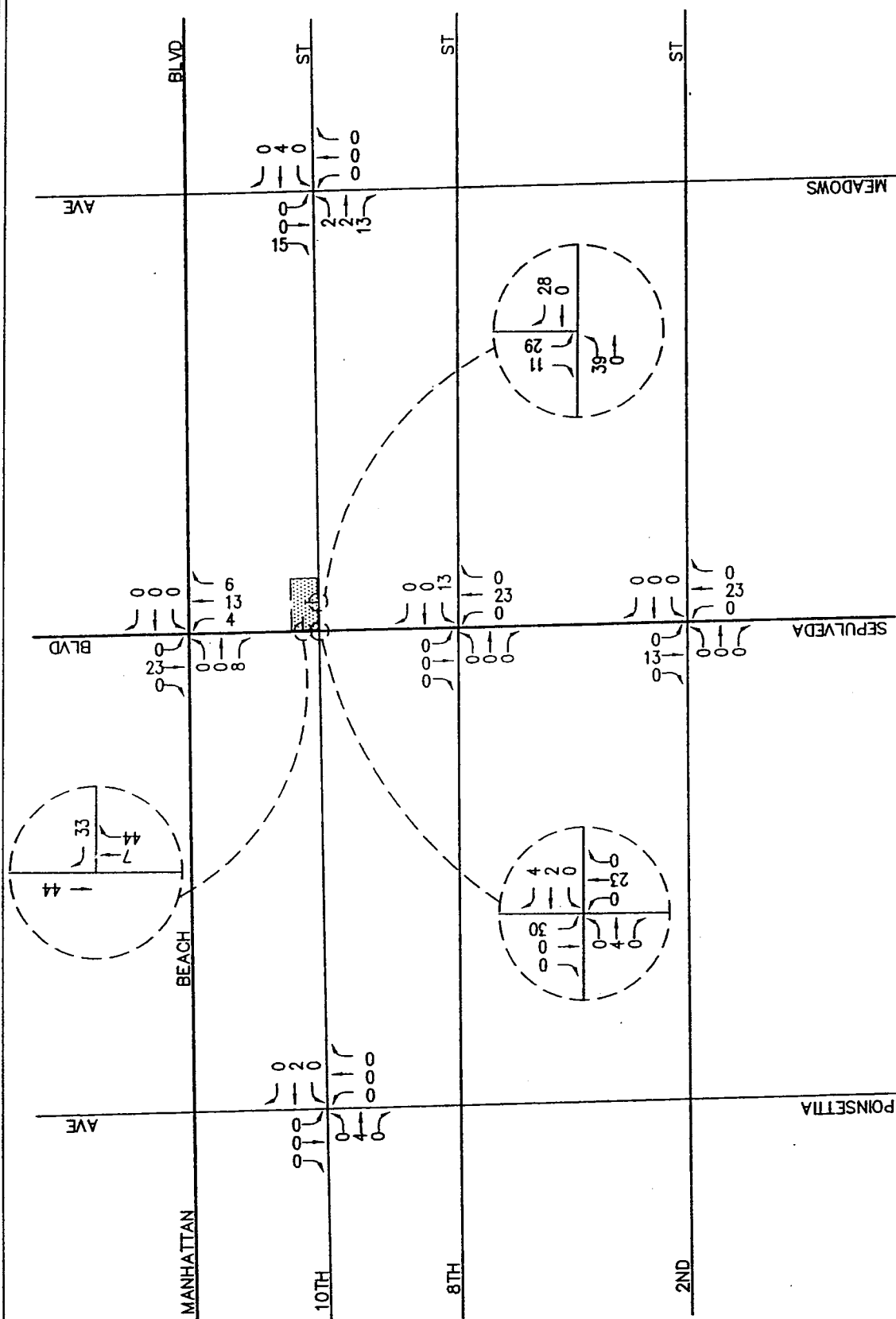


FIGURE 5-3

AM PEAK HOUR PROJECT TRAFFIC VOLUMES
1008 MEDICAL PLAZA, MANHATTAN BEACH



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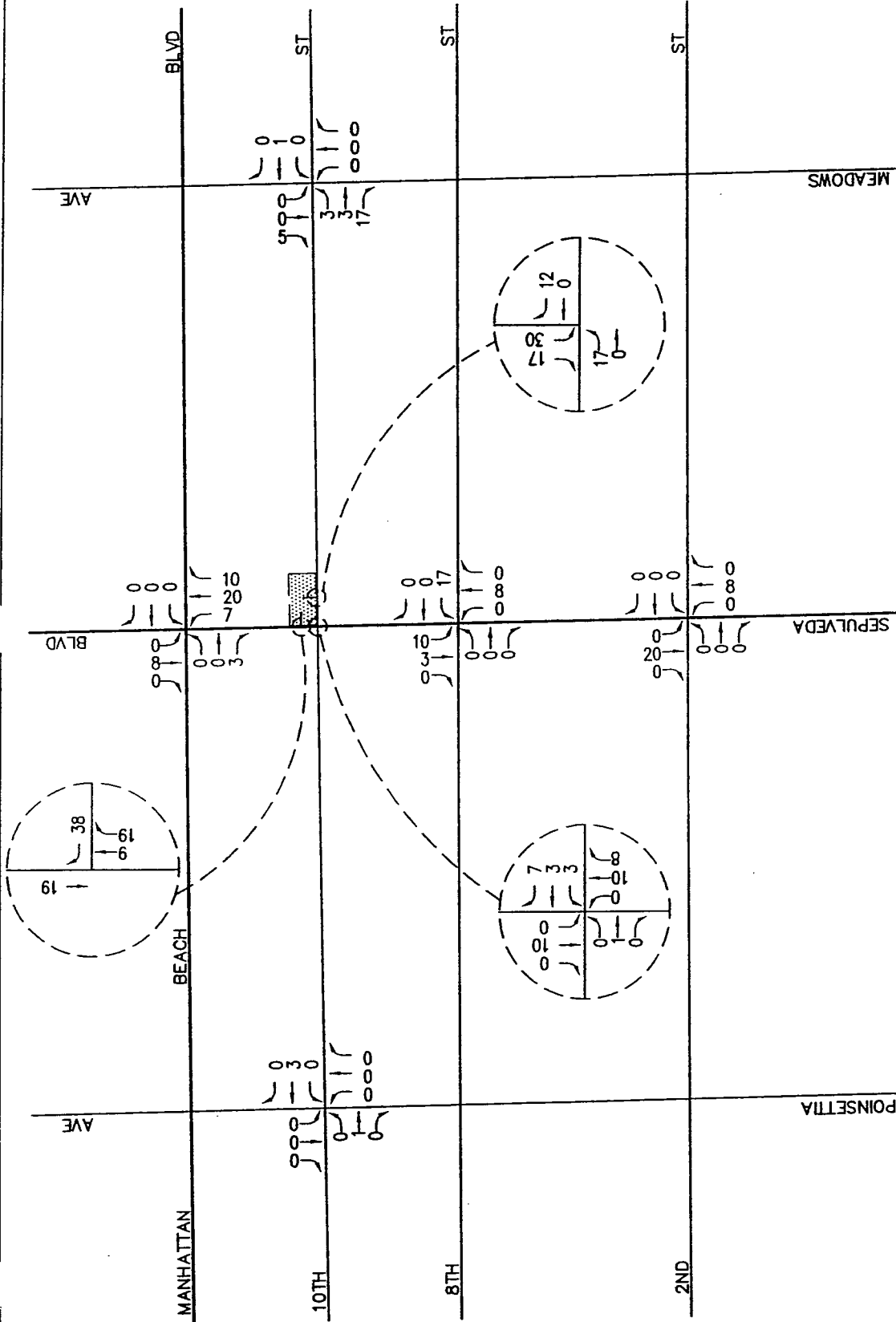
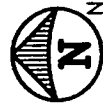


FIGURE 5-4

PM PEAK HOUR PROJECT TRAFFIC VOLUMES
1008 MEDICAL PLAZA, MANHATTAN BEACH



NO SCALE

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6.0 FUTURE TRAFFIC CONDITIONS

6.1 Ambient Traffic Growth

Horizon year, background traffic growth estimates have been calculated using an ambient growth factor. The ambient traffic growth factor is intended to include unknown and future related projects in the study area, as well as account for regular growth in traffic volumes due to the development of projects outside the study area. The future growth in traffic volumes has been calculated at one percent (1%) per year. The ambient growth factor was based on review of the background traffic growth estimates for the South Bay area published in the *2004 Congestion Management Program for Los Angeles County*, which indicate that existing traffic volumes would be expected to increase at an annual rate of approximately 1.0 percent (1.0% per year) between 1998 and 2010. Applied to existing Year 2007 traffic volumes results in a two percent (2%) increase growth in existing volumes to horizon Year 2009.

6.2 Related Projects Traffic Characteristics

In order to make a realistic estimate of future on-street conditions prior to implementation of the proposed Project, the status of other known development projects (related projects) in the area has been researched. With this information, the potential impact of the proposed Project can be evaluated within the context of the cumulative impact of all ongoing development. Based on our research, there are sixteen (16) related projects within a two-mile radius of the project that are located in either the City of El Segundo, City of Manhattan Beach or City of Hawthorne. These projects have either been built, but not yet fully occupied, or are being processed for approval. These 16 related projects have been included as part of the cumulative background setting.

Table 6-1 provides the location and a brief description for each of the 16 related projects. *Figure 6-1* graphically illustrates the location of the related projects. These related projects are expected to generate vehicular traffic, which may affect the operating conditions of the key study intersections.

Table 6-2 presents the development totals and resultant trip generation for the related projects. As shown in *Table 6-2*, the related projects are expected to generate a combined total of 29,967 daily trips on a "typical" weekday, with 2,164 trips (963 inbound and 1,201 outbound) forecast during the AM peak hour, and 3,366 trips (1,848 inbound and 1,518 outbound) during the PM peak hour.

Figures 6-2 and *6-3* show AM and PM peak hour traffic volumes generated by the 16 related projects that will pass through the six key study intersections in the future horizon year (Year 2009).

6.3 Year 2009 Traffic Volumes

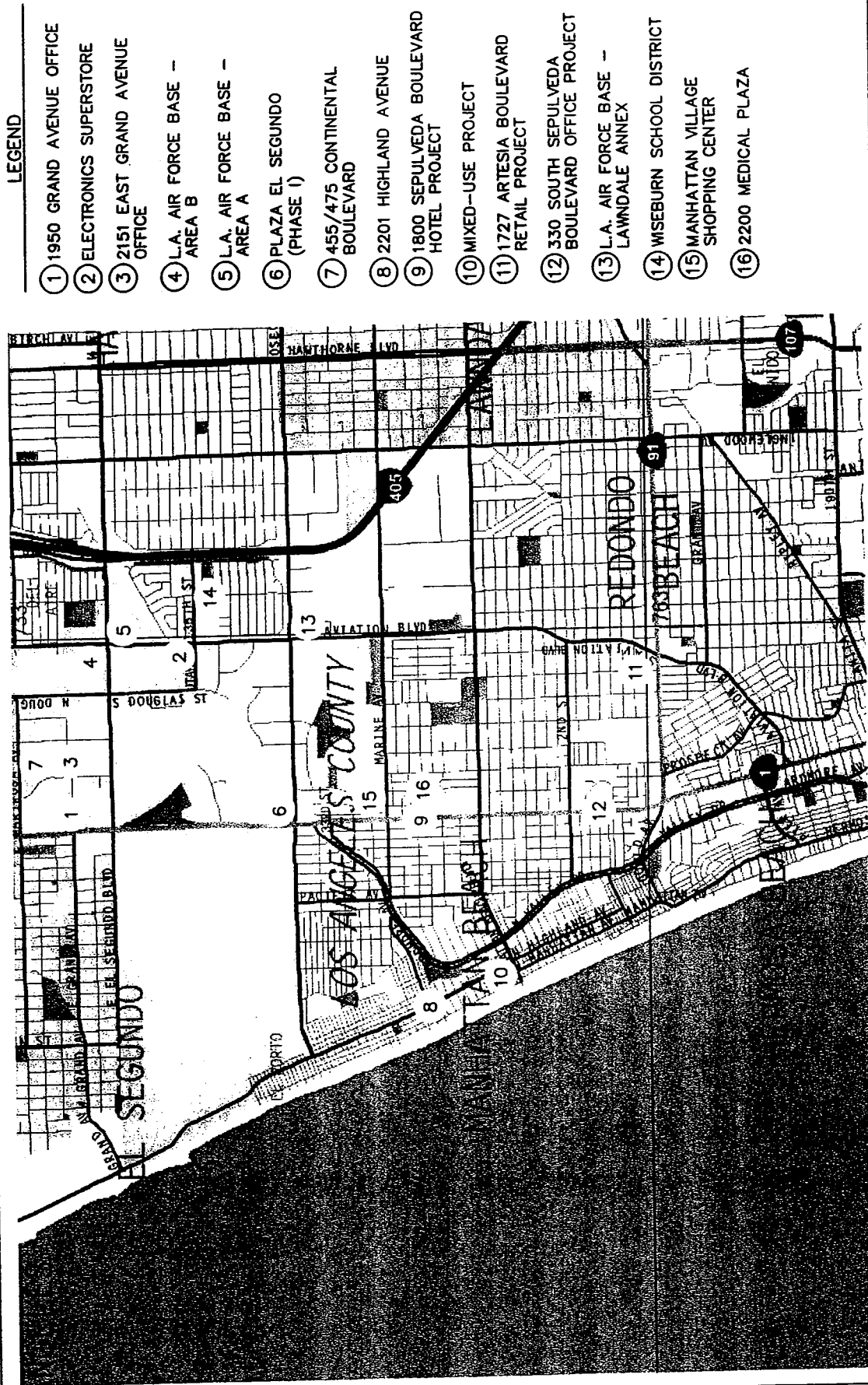
Figures 6-4 and *6-5* present future AM and PM peak hour background traffic volumes at the six key study intersections for Year 2009. Please note that the background traffic volumes represent the accumulation of existing traffic, ambient growth traffic, and related projects traffic.

Figures 6-6 and *6-7* illustrate Year 2009 forecast AM and PM peak hour traffic volumes with the inclusion of the trips generated by the proposed Project.

TABLE 6-1
LOCATION AND DESCRIPTION OF RELATED PROJECTS⁶

No.	Cumulative Project	Location/Address	Description
1.	1950 Grand Avenue Office	1950 Grand Avenue, El Segundo	93,569 SF Office Building
2.	Electronics Superstore	Aviation Boulevard and Utah Avenue/135 th Street, El Segundo	152,504 SF Electronics Superstore in place of 90,243 SF R&D, 51,209 SF Office, and 11,502 SF Warehouse.
3.	2151 East Grand Avenue Office	2151 East Grand Avenue, El Segundo	125,000 SF Office Building
4.	L.A. Air Force Base – Area B	Northwest Corner of Aviation Boulevard and El Segundo Boulevard, El Segundo	63,000 SF Warehouse, 153,500 SF Office Park, 93,750 SF Base Exchange, 43,125 SF Health Club, 34,463 SF Medical Office in place of 130,000 SF Warehouse, 15,600 SF Medical, 39,000 SF Retail, 7,200 SF Storage, and 52,000 SF Office
5.	L.A. Air Force Base – Area A	Southeast Corner of Aviation Boulevard and El Segundo Boulevard, El Segundo	525 DU Condominiums in place of 835,000 SF Office
6.	Plaza El Segundo (Phase I)	Northeast Corner of Sepulveda Boulevard and Rosecrans Avenue, El Segundo	450,000 SF Retail Shopping Center
7.	455/475 Continental Boulevard	455/475 Continental Boulevard, El Segundo	75,000 SF Office Building, 225,000 SF R&D Center, 174,240 SF Office Building in place of 55,355 SF Office
8.	2201 Highland Avenue	2201 Highland Avenue, Manhattan Beach	1,600 SF Retail/Restaurant & 2 DU Condominium
9.	1800 Sepulveda Boulevard Hotel Project	1800 Sepulveda Boulevard, Manhattan Beach	52 Room Hotel
10.	Mixed-Use Project	1300 Highland Avenue, Manhattan Beach	15,000 SF Commercial/Office and 34 DU Condominium
11.	1727 Artesia Boulevard Retail Project	1727 Artesia Boulevard, Manhattan Beach	5,800 SF Retail
12.	330 South Sepulveda Boulevard Office Project	330 South Sepulveda Boulevard, Manhattan Beach	56,000 Office Building
13.	L.A. Air Force Base – Lawndale Annex	East of Aviation Boulevard and South of Rosecrans Avenue, Hawthorne	300 DU Condominium
14.	Wiseburn School District	5403 West 138 th Street and 5309 West 135 th Street and 13500 Aviation Boulevard, Hawthorne	School Renovation
15.	Manhattan Village Shopping Center	Northeast Corner of Sepulveda Boulevard and Marine Avenue, Manhattan Beach	52,174 SF of GLA Shopping Center
16.	2200 Medical Plaza	Southeast Corner of Sepulveda Boulevard and 22 nd Street, Manhattan Beach	24,206 SF Medical Office Building and 4,861 SF of Retail Shops

⁶ Source: List of Related Projects provided by Fehr & Peers/Kaku Associates from Manhattan Village Shopping Center Project and City of Manhattan Beach.



SOURCE: THOMAS BROS.



NO SCALE

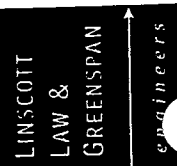


FIGURE 6-1

RELATED PROJECT LOCATION MAP
1008 MEDICAL PLAZA, MANHATTAN BEACH

TABLE 6-2
RELATED PROJECTS TRAFFIC GENERATION FORECAST⁷

No. / Related Projects Description	Daily 2-Way	AM Peak Hour			PM Peak Hour		
		In	Out	Total	In	Out	Total
1. 1950 Grand Avenue Office	1,261	156	21	177	31	153	184
2. Electronics Superstore	--	7	192	199	274	89	363
3. 2151 East Grand Avenue Office	1,575	196	27	223	37	182	219
4. L.A. Air Force Base – Area B	4,554	328	67	395	151	366	517
5. L.A. Air Force Base – Area A	--	-835	153	-682	98	-708	-610
6. Plaza El Segundo (Phase I)	19,151	505	410	915	944	846	1,790
7. 455/475 Continental Boulevard	2,528	295	61	356	50	282	332
8. 2201 Highland Avenue	--	11	14	25	19	15	34
9. 1800 Sepulveda Boulevard Hotel Project	425	18	11	29	16	15	31
10. Mixed-Use Project	--	23	15	38	23	17	40
11. 1727 Artesia Boulevard Retail Project	--	2	2	4	7	9	16
12. 330 South Sepulveda Boulevard Office Project	--	103	14	117	24	118	142
13. L.A. Air Force Base – Lawndale Annex	--	-41	92	51	83	-44	39
14. Wiseburn School District	--	130	97	227	92	102	194
15. Manhattan Village Shopping Center	-590	15	10	25	-31	4	-27
16. 2200 Medical Plaza	1,063	50	15	65	30	72	102
Total Related Projects Trip Generation Potential	29,967	963	1,201	2,164	1,848	1,518	3,366

⁷ Source: Fehr & Peers/Kaku Associates and *Trip Generation*, 7th Edition, Institute of Transportation Engineers (ITE) [Washington, D.C. (2003)].

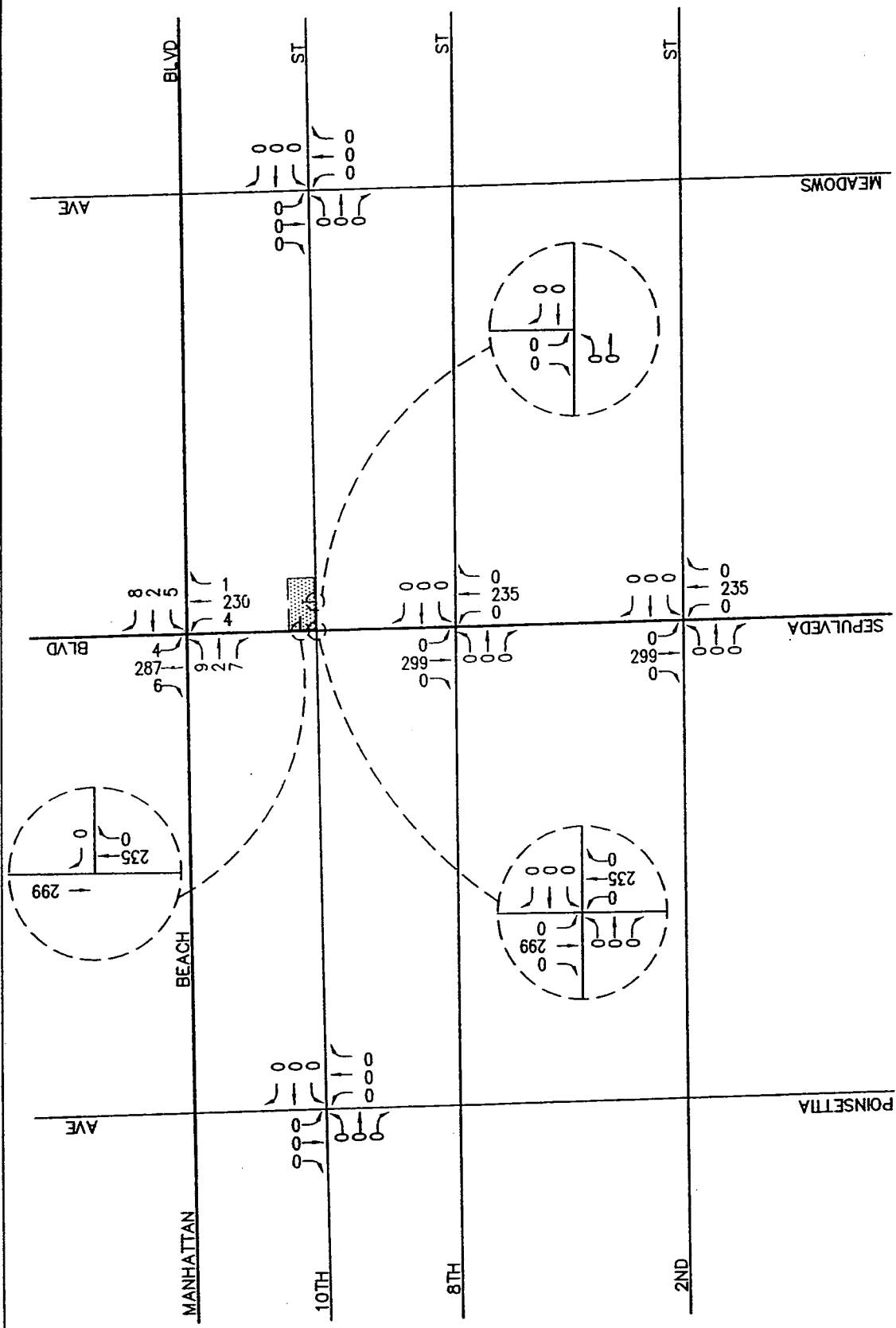
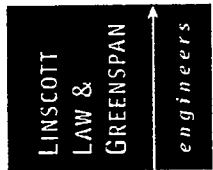


FIGURE 6-2

YEAR 2009 RELATED PROJECTS
AM PEAK HOUR TRAFFIC VOLUMES
1008 MEDICAL PLAZA, MANHATTAN BEACH



NO SCALE



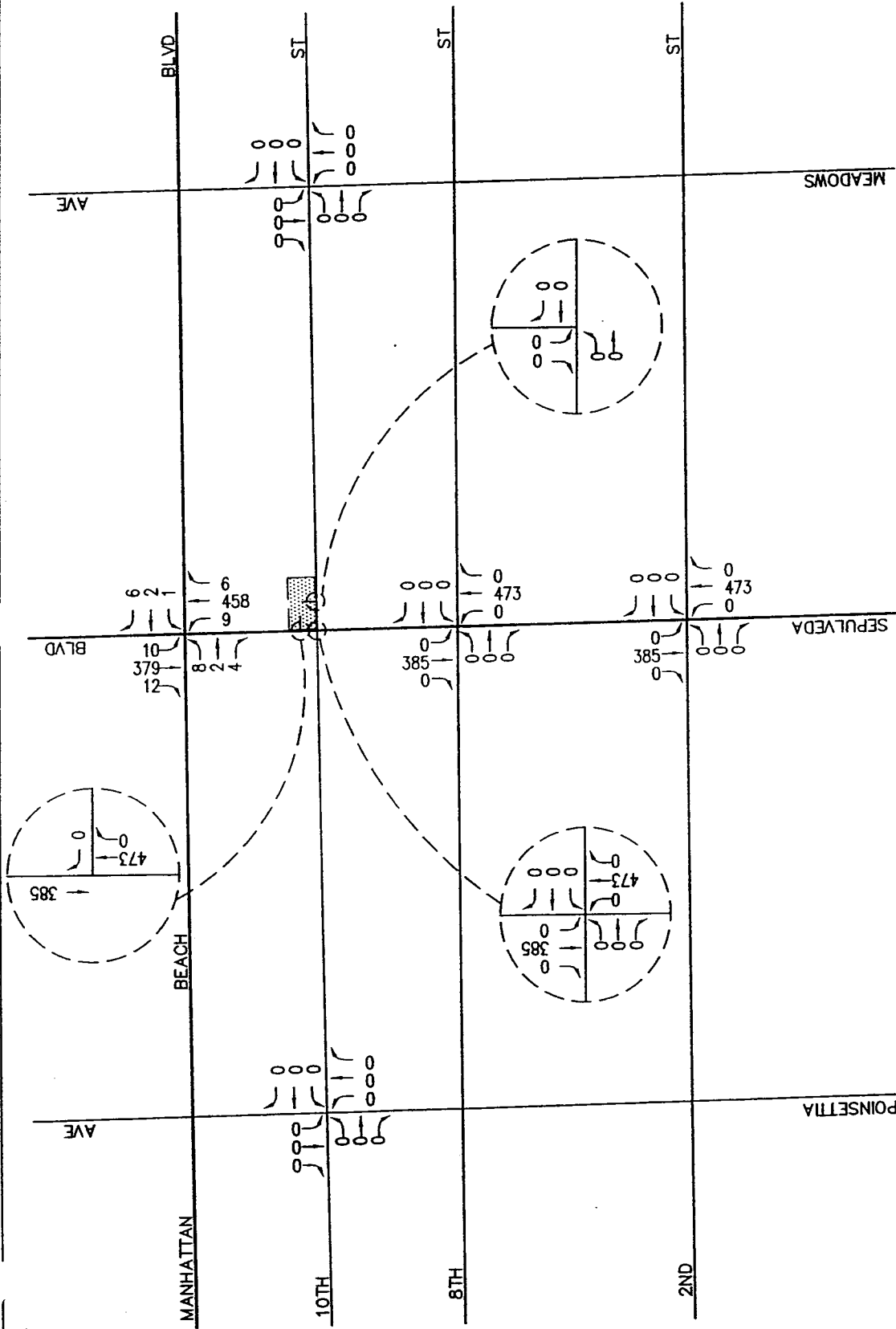


FIGURE 6-3
 YEAR 2009 RELATED PROJECTS
 PM PEAK HOUR TRAFFIC VOLUMES
 1008 MEDICAL PLAZA, MANHATTAN BEACH



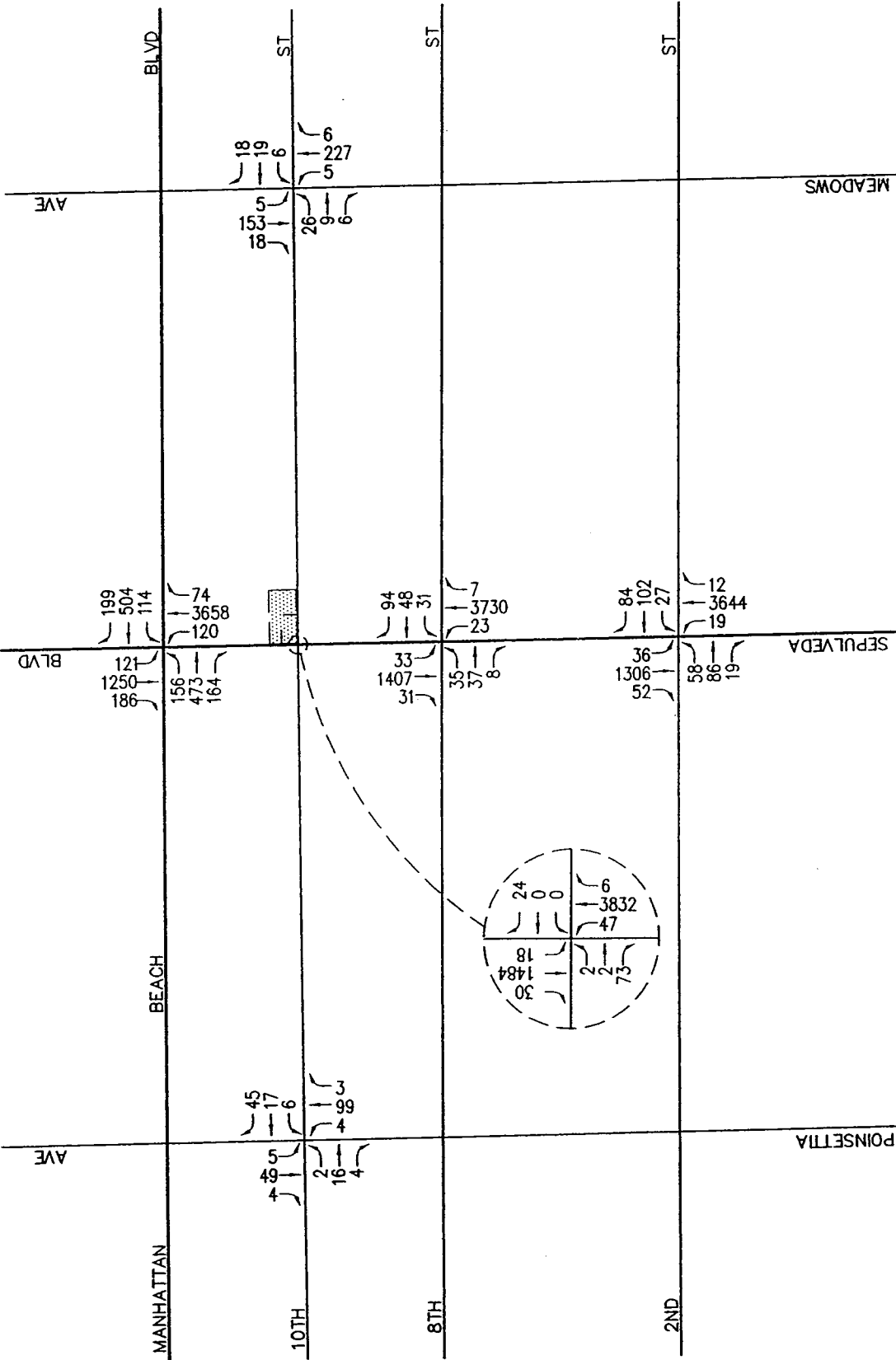


FIGURE 6-4

YEAR 2009 AM PEAK HOUR
BACKGROUND TRAFFIC VOLUMES
1008 MEDICAL PLAZA, MANHATTAN BEACH



NO SCALE

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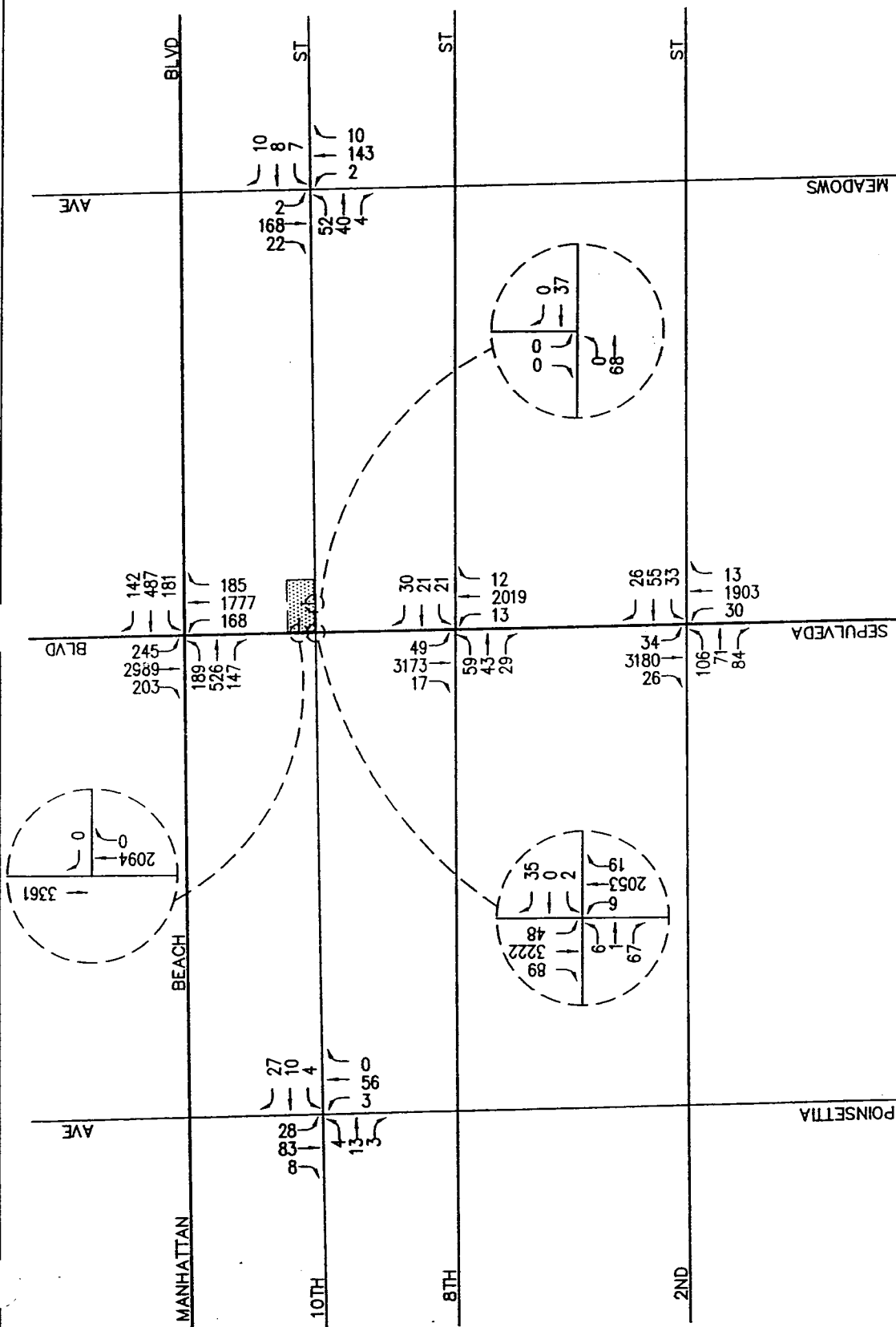


FIGURE 6-5

YEAR 2009 PM PEAK HOUR
BACKGROUND TRAFFIC VOLUMES
1008 MEDICAL PLAZA, MANHATTAN BEACH



NO SCALE

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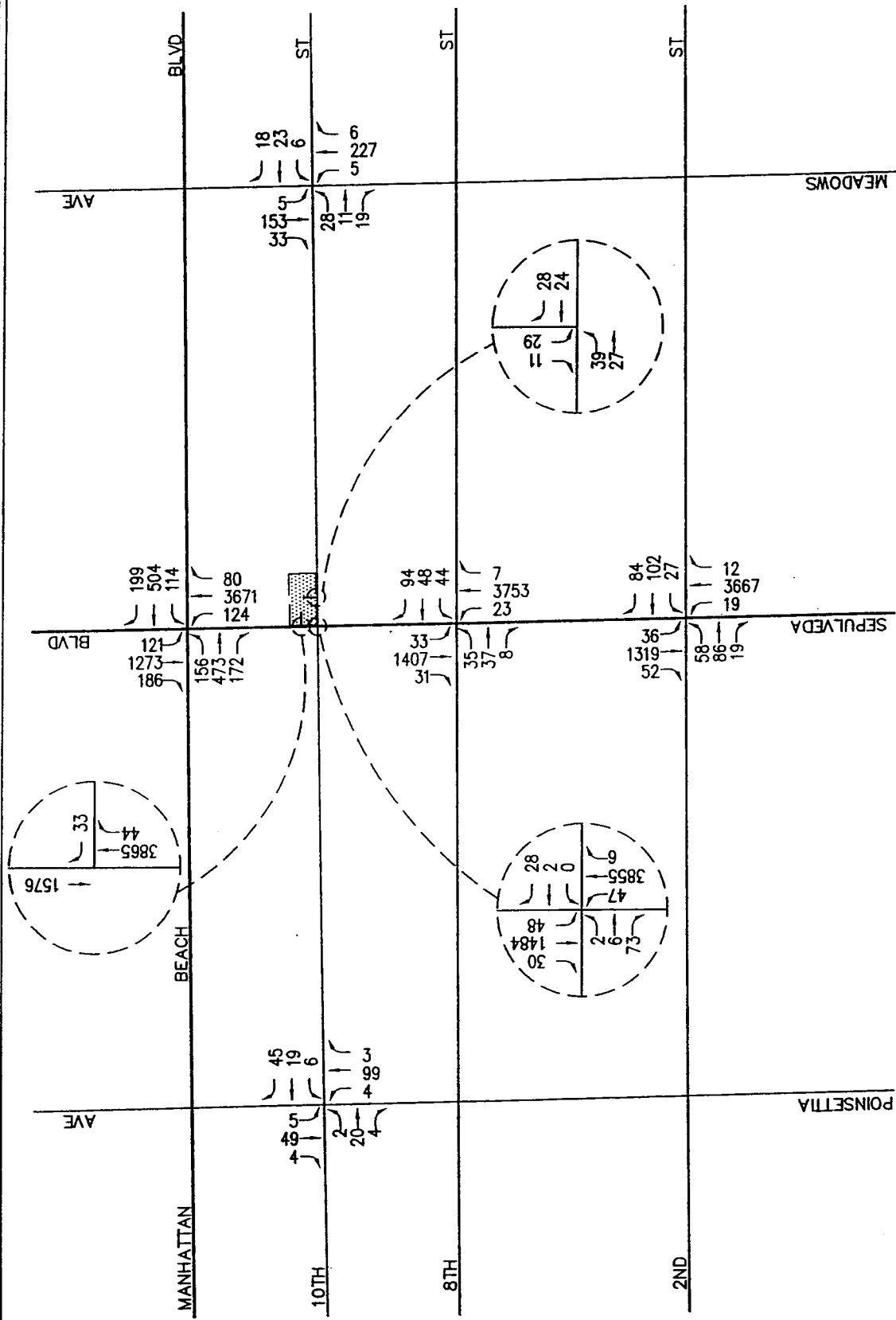


FIGURE 6-6

YEAR 2009 AM PEAK HOUR
TRAFFIC VOLUMES WITH PROJECT TRAFFIC
1008 MEDICAL PLAZA, MANHATTAN BEACH



NO SCALE

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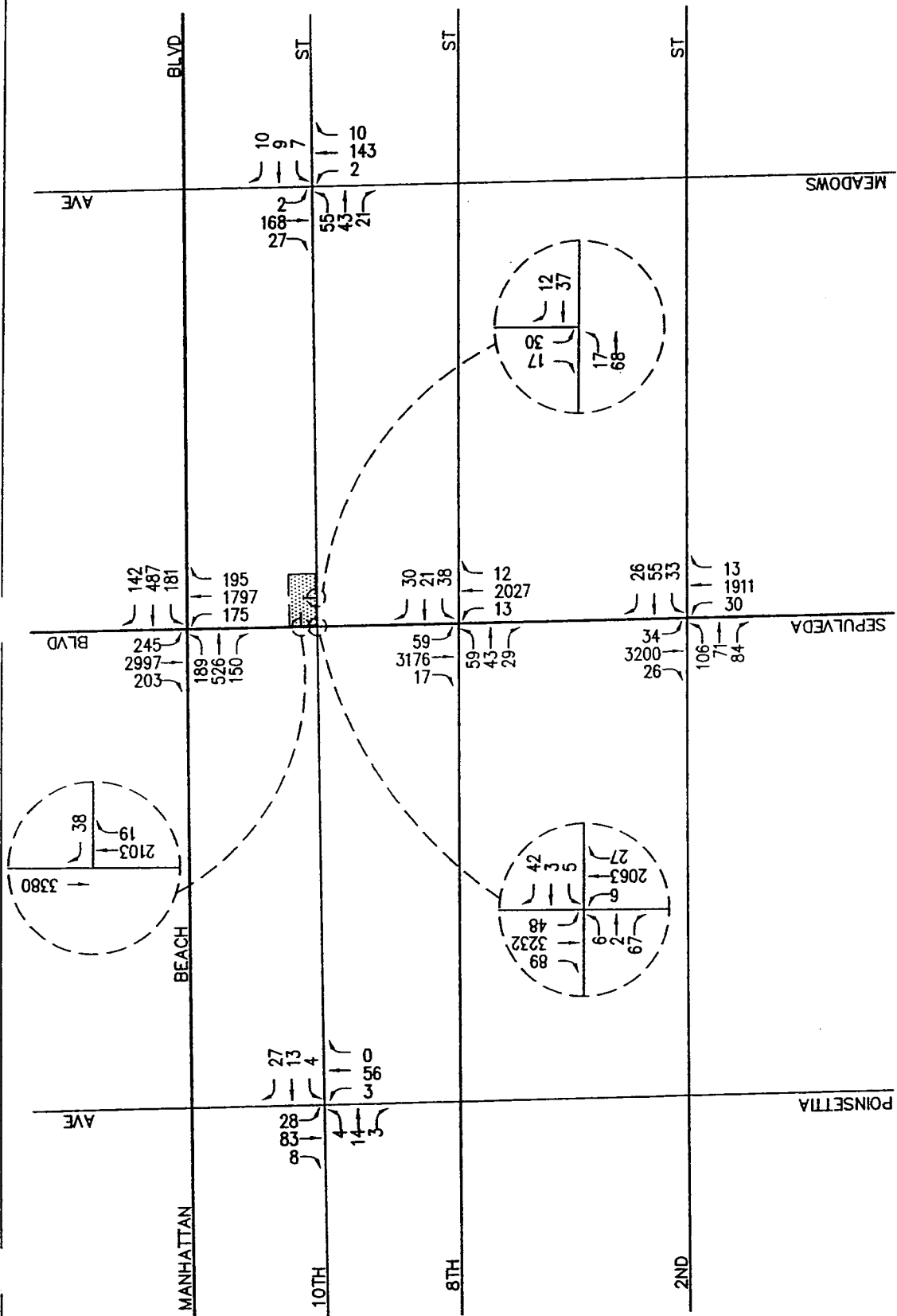


FIGURE 6-7

YEAR 2009 PM PEAK HOUR
TRAFFIC VOLUMES WITH PROJECT TRAFFIC
1008 MEDICAL PLAZA, MANHATTAN BEACH



NO SCALE

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7.0 TRAFFIC IMPACT ANALYSIS METHODOLOGY

7.1 Impact Criteria and Thresholds

The relative impact of the added project traffic volumes generated by the proposed Project during the AM and PM peak hours was evaluated based on analysis of future operating conditions at the six key study intersections, without, then with, the proposed Project. The previously discussed capacity analysis procedures were utilized to investigate the future volume-to-capacity relationships and service level characteristics at each study intersection.

The significance of the potential impacts of the project at each key intersection was then evaluated using the City's LOS standards and the following traffic impact criteria. Impacts to local and regional transportation systems are considered significant if:

- An unacceptable peak hour Level of Service (LOS) (i.e. LOS E or F) at any of the key intersections is projected. The City of Manhattan Beach considers LOS D (ICU = 0.801 - 0.900) to be the minimum desirable LOS for all intersections; or
- The addition of Project traffic causes an increase of 0.020 or greater in the ICU value for signalized intersections, causing or worsening LOS E or F (ICU > 0.900).
- At unsignalized intersections, this report identifies a significant traffic impact when the addition of Project traffic results in a decrease in LOS by one level or more for those locations operating at LOS D or E.

7.2 Traffic Impact Analysis Scenarios

The following scenarios are those for which volume/capacity calculations have been performed at the key intersections for near-term (Year 2009) traffic conditions:

- A. Existing Traffic Conditions;
- B. Year 2009 Future Background Traffic Conditions (existing plus ambient growth to Year 2009 at 1% per year plus related projects traffic);
- C. Year 2009 Future Traffic Conditions plus the Project; and
- D. Scenario (3) with Mitigation, if necessary.

8.0 PEAK HOUR INTERSECTION CAPACITY ANALYSIS

8.1 Year 2009 Traffic Conditions

Table 8-1 summarizes the peak hour Level of Service results at the six key study intersections for the 2009 horizon year. The first column (1) of ICU/LOS and HCM/LOS values in *Table 8-1* presents a summary of existing AM and PM peak hour traffic conditions (which were also presented in *Table 3-3*). The second column (2) lists projected background traffic conditions based on existing intersection geometry, but without any traffic generated from the proposed Project. The third column (3) presents forecast Year 2009 near-term traffic conditions with the addition of project traffic. The fourth column (4) shows the increase in ICU value or delay value due to the added peak hour project trips and indicates whether the traffic associated with the Project will have a significant impact based on the City of Manhattan Beach LOS standards and the significance impact criteria defined in this report. The fifth column (5) presents the resultant level of service with the inclusion of recommended traffic improvements to achieve an acceptable LOS and/or offset the cumulative impact of future background traffic growth and Project traffic.

8.1.1 Existing Traffic Conditions

As previously presented in *Table 3-3*, three of the six study intersections currently operate at an unacceptable service level during the AM and/or PM peak hour based on City of Manhattan Beach LOS standards. The intersection of Sepulveda Boulevard at Manhattan Beach Boulevard, Sepulveda Boulevard at 10th Street, Sepulveda Boulevard at 8th Street, and Sepulveda Boulevard at 2nd Street currently operates at LOS E or F during the AM and/or PM peak hours, while the remaining three intersections operate at LOS D or better.

8.1.2 Year 2009 Future Background Traffic Conditions

An analysis of future (Year 2009) background traffic conditions indicates that the same three intersections currently operating at adverse levels of service will continue to operate at adverse levels of service. In addition, the intersection of Sepulveda Boulevard at 8th Street is projected to operate at unacceptable operating conditions during the AM peak hour based on the City's LOS standards with the addition of related projects traffic. These intersections, reported below, are forecast to operate at LOS E or LOS F during the peak hour indicated.

<u>Key Intersection</u>	<u>AM Peak Hour</u>		<u>PM Peak Hour</u>	
	<u>ICU/HCM</u>	<u>LOS</u>	<u>ICU/HCM</u>	<u>LOS</u>
1. Sepulveda Blvd at Manhattan Beach Blvd	1.174	F	1.147	F
2. Sepulveda Blvd at 10 th Street	6371.2 s/v	F	OV	F
3. Sepulveda Blvd at 8 th Street	0.948	E	--	--
4. Sepulveda Blvd at 2 nd Street	1.036	F	0.903	E

The remaining two key study intersections are expected to operate at adequate service levels (LOS D or better) during the weekday AM and PM peak commute hours.

TABLE 8-1
YEAR 2009 PEAK HOUR INTERSECTION CAPACITY ANALYSIS

Key Intersections	Time Period	(1) Existing Traffic Conditions			(2) Year 2009 Background Traffic Conditions			(3) Year 2009 Plus Project Traffic Conditions			(4) Project Significant Impact		(5) Year 2009 With Recommended Improvements	
		Delay (s/v)	ICU	LOS	Delay (s/v)	ICU	LOS	Delay (s/v)	ICU	LOS	ICU / Delay (s/v) Increase	Yes/No	ICU / Delay (sec/veh)	LOS
1. Sepulveda Boulevard at Manhattan Beach Blvd	AM PM	-- --	1.099 1.041	F F	-- --	1.174 1.147	F F	-- --	1.178 1.153	F F	0.004 0.006	No No	-- --	-- --
2. Sepulveda Boulevard at 10 th Street	AM PM	1789.6 2637.6	-- --	F F	6371.2 OV	-- --	F F	OV OV	-- --	F F	N/A N/A	No No	0.985 0.843	E ⁸ D
3. Sepulveda Boulevard at 8 th Street	AM PM	-- --	0.884 0.761	D C	-- --	0.948 0.855	E D	-- --	0.960 0.856	E D	0.012 0.001	No No	-- --	-- --
4. Sepulveda Boulevard at 2 nd Street	AM PM	-- --	0.971 0.809	E D	-- --	1.036 0.903	F E	-- --	1.040 0.907	F E	0.004 0.004	No No	-- --	-- --
5. Poinsettia Avenue at 10 th Street	AM PM	7.5 7.5	-- --	A A	7.5 7.5	-- --	A A	7.5 7.5	-- --	A A	0.0 0.0	No No	-- --	-- --
6. Meadows Avenue at 10 th Street	AM PM	8.5 8.4	-- --	A A	8.6 8.4	-- --	A A	8.7 8.5	-- --	A A	0.1 0.1	No No	-- --	-- --

Notes:

- **Bold ICU/LOS values and HCM/LOS values** indicate adverse service levels based on City LOS Standards.
- **OV** = Overflow Conditions Exceeds analysis model capabilities; s/v = seconds per vehicle (delay).

⁸ Represents anticipated ICU/LOS with the installation of a traffic signal.

8.1.3 Year 2009 Future Traffic Conditions Plus Project

As discussed earlier, a significant Project impact occurs when the Project increases traffic demand at a signalized study intersection by 2% of capacity ($ICU \geq 0.020$), or increases the overall intersection delay by more than 15% at unsignalized intersections operating at LOS E or F conditions. Review of Columns 3 and 4 of *Table 8-1* indicates that traffic associated with the Project will not have a significant traffic impact at any of the study intersections when compared to the City's LOS standards and significant traffic impact criteria defined in this report. Although the three signalized study intersections are forecast to operate at an adverse LOS during the AM peak hour and/or PM peak hour, the traffic generated by the Project is expected to add significantly less than 2.0% to the ICU values at these intersections.

However, the Project will cumulatively impact one of the key study intersections. The intersection cumulatively impacted by the Project is 10th Street at Sepulveda Boulevard. As indicated earlier, this intersection is unsignalized and currently operates at LOS F during the AM and PM peak hours; it is forecast to continue to operate at LOS F in the Year 2009, with or without the Project, if recommended improvements are not implemented. As shown in Column 5 of *Table 8-1*, the installation of a traffic signal at this study intersection will offset the impact of Project traffic as well as existing and future background traffic, and return service levels to better than existing LOS F conditions.

9.0 TRAFFIC SIGNAL WARRANT ANALYSIS

9.1 Overview

Traffic signals exert a significant influence on vehicle and pedestrian traffic flow. Traffic signals are designed to draw the attention of drivers approaching an intersection. Their main purpose is to safely assign the right-of-way to various traffic movements, and thus, may be notably advantageous. Some advantages include:

- Provide for the orderly movement of traffic,
- Can increase the traffic handling capacity of the intersection,
- Reduce the frequency of certain types of accidents (especially the right angle type),
- Can be coordinated to provide for continuous, or nearly continuous movement, of traffic at a definite speed along a given route, and
- Permit minor street traffic, vehicular or pedestrian, to enter, or cross, continuous traffic on the major street.

However, improper or unwarranted traffic control signals may also cause disadvantages. In some circumstances, traffic signals may cause more problems than it solves. Possible disadvantages include:

- Excessive motorist delays,
- Disobedience of the signal indications,
- Increased accident frequency (rear-end collisions may increase), and
- Reduce intersection capacity.

9.2 California MUTCD Policy/Criteria

The justification for the installation of a traffic signal at an intersection is based on several guidelines, which include the warrants set forth in the *California Manual of Uniform Traffic Control Devices (MUTCD)*. The warrants consider conditions involving traffic volumes on the intersecting streets, the difficulty of vehicles on a side street crossing a major street, the number of recorded accidents that may be correctable by a traffic signal, and special conditions that may be improved by a traffic signal.

Other factors taken into consideration for the installation of a traffic signal include: approach conditions, driver confusion and comfort level, safety conditions, future land uses, and other indications demonstrating the need for right of way assignment beyond that which could be provided by stop signs.

9.3 Traffic Signal Warrant Evaluation

The level of service analysis for the intersection of Sepulveda Boulevard at 10th Street is supplemented with an assessment of the need for signalization of the intersection. This assessment is made on the basis of signal warrant criteria adopted by Caltrans. For this study, the need for signalization is assessed on the basis of the following traffic signal warrants as described in the *California Manual on Uniform Traffic Control Devices (MUTCD)* using existing traffic volumes collected at this intersection in January 2007.

- Warrant No. 1A: Minimum vehicular volumes warrant
- Warrant No. 1B: Interruption of continuous traffic warrant
- Warrant No. 2: Four hour warrant
- Warrant No. 3: Peak hour warrant
- Warrant No. 6: Coordinated Signal Systems warrant

The results of the traffic signal warrant analysis based on existing Year 2007 Traffic Conditions is summarized on *Table 9-1*. As shown, based on the existing traffic volumes and current intersection geometrics, the study intersection did not satisfy Signal Warrants 1A and 6. However, the study intersection did satisfy Signal Warrants No. 1B, 2, 3A, and 3B. Therefore, existing traffic volume conditions justifies the installation of a traffic signal at the intersection of 10th Street and Sepulveda Boulevard.

The analysis shows that this intersection now operates at LOS F (See *Table 8-1*) under Year 2007 existing conditions during the AM and PM peak hours and is forecast, in the Year 2009, to continue to operate at LOS F if the intersection is not signalized. With signalization, which is warranted, 10th Street at Sepulveda Boulevard is forecast to operate at LOS E during the AM peak hour and LOS D during the PM peak hour. *Appendix D* contains the detailed traffic signal warrant worksheets.

TABLE 9-1
TRAFFIC SIGNAL WARRANT ANALYSIS SUMMARY
FOR 10TH STREET AT SEPULVEDA BOULEVARD

California MUTCD Traffic Signal Warrant ⁹	Warrant Satisfied?	
	Yes	No
Warrant 1A - Minimum Vehicular Volume 100% Satisfied 80% Satisfied		X X
Warrant 1B - Interruption of Continuous Traffic 100% Satisfied 80% Satisfied	X X	
Warrant 2 - Four Hour Volume	X	
Warrant 3A - Peak Hour Delay	X	
Warrant 3B - Peak Hour Volume	X	
Warrant 4 - Minimum Pedestrian Volume	Pedestrian Data Not Available	
Warrant 5 - School Crossing	Pedestrian Data Not Available	
Warrant 6 - Coordinated Signal System		X
Warrant 7 - Crash Experience	Data Not Available	
Warrant 8 - Roadway Network	Data Not Available	
TRAFFIC SIGNAL IS WARRANTED		

⁹ Source: *California Manual on Uniform Traffic Control Devices (MUTCD), Part 4 – Highway Traffic Signals*

10.0 PROJECT-SPECIFIC IMPROVEMENTS

For those intersections where projected traffic volumes are expected to result in unacceptable operating conditions, this report recommends (identifies) improvement measures that change the intersection geometry to increase capacity. These capacity improvements involve roadway widening and/or re-striping to reconfigure (add lanes) to specific approaches of a key intersection. The identified improvements are expected to:

- mitigate the impact of existing traffic, project traffic and future non-project (ambient traffic growth and cumulative project) traffic, and
- improve Levels of Service to an acceptable range and/or to pre-project conditions.

10.1 Recommended Improvements

The results of the level of service analysis indicate that the proposed Project will not have a significant traffic impact at any of the study intersections. However, it does cumulatively impact one intersections. The following improvement listed below has been identified to mitigate the traffic impacts at the intersection cumulatively impacted by future non-Project traffic and Project traffic. The Project can be expected to pay a fair-share of the construction costs to implement the following recommended improvement:

- **10th Street at Sepulveda Boulevard:** Install a traffic signal and design for two-phase (2Ø). The installation of a traffic signal at 10th Street and Sepulveda Boulevard is subject to the approval of the City of Manhattan Beach and/or the State of California Department of Transportation (CALTRANS). *Appendix D* contains the traffic signal warrant analysis worksheets.

As there are no significant impacts at the remaining study intersections, no traffic mitigation measures are required or recommended.

10.2 Improvement Costs

The cost associated with the installation of a traffic signal plus required signing & striping improvements, at 10th Street and Sepulveda Boulevard is estimated to total approximately \$250,000.00. *Table 10-1* presents the peak hour percentage of net traffic impact at the study intersection cumulatively impacted by the proposed Project for Year 2009 traffic conditions. These fair share calculations are based on the percent project trips of new near-term (Year 2009) traffic.

Review of *Table 10-1* shows that the Project's fair share contribution towards the installation of a traffic signal at 10th Street and Sepulveda Boulevard to offset the near-term (Year 2009) intersection Project impacts is approximately \$22,750.00.

TABLE 10-1

YEAR 2009 PROJECT FAIR SHARE COST CONTRIBUTION

Key Intersections	Impacted Time Period	(1) Existing Traffic	(2) Year 2009 Background Traffic	(3) Year 2009 w/Project Traffic	(4) Net Project Percent Increase	(5) Total Improvement Cost	(6) Project Fair Share Contribution
2. Sepulveda Boulevard at 10 th Street	AM PM	4,887 4,598	5,519 5,547	5,582 5,590	9.1% 4.3%	\$250,000.00	\$22,750.00
Total Project Fair Share Contribution							\$22,750.00

Notes:

- Net Project Percent Increase (4) = [Column (3) – Column (2)] / [Column (3) – Column (1)].

11.0 PARKING SUPPLY-DEMAND ANALYSIS

Analysis of the parking supply-demand relationship for the proposed Manhattan Medical Center project involves determining the parking needs in relation to the existing and/or future parking supply. For this analysis, the following two methods were used to calculate the parking requirements/demand of the proposed Project:

- Application of City code parking requirements (which typically treats each use as a “stand-alone” use at maximum demand); and
- Application of peak parking demand rates contained in the 3rd Edition of *Parking Generation*, published by the Institute of Transportation Engineers (ITE) [Washington, D.C., 2004].

11.1 City Code Parking Analysis

As a benchmark, the number of parking spaces required to support the Project was calculated using the parking Code requirements outlined in *Chapter 10.64.030 Off-Street Parking* of the City of Manhattan Beach Municipal Code (MBMC) and comparing it to the proposed project parking supply.

11.1.1 Proposed Parking Supply

Based on information provided on the proposed project site plan, a total of 116 parking spaces will be provided. To improve internal access and flow, the project includes only “full size” parking, whereas the City’s Municipal Code allows up to 30% of the spaces to be “compact” spaces. Of this total, 104 spaces will be provided in the subterranean parking level and 12 spaces will be provided in a surface parking lot.

11.1.2 Proposed Project Parking Requirements

Per MBMC Section *10.64.030 Off-street Parking*, the following parking ratios were used to calculate the parking requirements for the proposed Manhattan Medical Center project:

- **Office, Medical and Dental:** one (1) space for each 200 square-feet (SF) of gross floor area.
- **Retail:** one (1) space for each 200 SF of gross floor area.
- **Eating and Drinking Establishments (take-out service):** 1 space per 75 SF of gross floor area plus outdoor seating area.

The City parking code was applied to the proposed Project development tabulation and *Table 11-1* summarizes the parking requirements for the Project. As shown, direct application of the City's code to the proposed development results in a code-parking requirement of 146 spaces. However, per section 10.64.040 of the MBMC, a collective parking reduction of 15% is allowed "on a site of five thousand (5,000) square feet or more that serves more than one (1) use or site and is located in a district in which parking for the uses served is a permitted or conditional use." As a result, the proposed Project will require 124 spaces to satisfy the City code parking requirements of the proposed medical office, retail and coffee house uses. With a proposed parking supply of 116 spaces, the Project results in a total potential deficiency of 8 spaces.

11.1.3 Alternative Project Parking Requirements

It is important to note that if 1,715 SF of retail uses were to be provided in place of the potential coffee house and the outdoor seating area were eliminated, the City code parking requirements for the Project would total 108 spaces. With a proposed parking supply of 116 spaces, the Alternative Project would satisfy the City's parking requirements (See bottom portion of *Table 11-1*).

11.2 Parking Forecast – 3rd Edition of Parking Generation

To forecast the proposed Project's peak parking demand, parking generation equations found in the 3rd Edition of *Parking Generation*, published by the Institute of Transportation Engineers (ITE) [Washington, D.C., 2004], were utilized.

Table 11-2 summarizes the parking generation equations utilized in forecasting the parking requirements for medical offices and retail (pharmacy) uses of the proposed Project. As shown, ITE Land Use Code 720: "Medical-Dental Office Building" and ITE Land Use Code 880: "Pharmacy/Drugstore without Drive-through Window" parking rates were utilized to project the peak parking demand of the Manhattan Medical Center project; For the proposed Coffee House, the average of the peak parking demand rates observed at two coffee restaurants, as summarized in ITE Land Use Code 933: "Fast-food Restaurant without Drive-Through Window (Non-Hamburger)", was utilized.

Review of *Table 11-2* indicates that application of the parking generation equations to the proposed Project results in a peak-parking requirement of 109 spaces. With a parking supply of 116 parking spaces, the proposed Project would have a parking surplus of 7 spaces.

11.2.1 Alternative Project Parking Requirements

Assuming 1,715 SF of retail uses is to be provided in place of the potential coffee house and the outdoor seating area were eliminated, the forecast parking demand for the Alternative Project totals 89 spaces. With a proposed parking supply of 116 spaces, the Alternative Project would have a parking surplus of 27 spaces (See bottom portion of *Table 11-2*).

TABLE 11-1
CITY CODE PARKING REQUIREMENTS¹⁰

Project Description	Square-feet of Gross Floor Area (SF – GFA)	City of Manhattan Beach Code Parking Ratio	Spaces Required
<u>Proposed Project</u>			
▪ Medical Office	22,970 SF	1 space per 200 SF	115
▪ Retail (Pharmacy)	665 SF	1 space per 200 SF	3
▪ Food Use (Coffee House)	1,715 SF	1 space per 75 SF	23
▪ Outdoor Seating/Patio	385 SF	1 space per 75 SF	5
Total Floor Area include Outdoor Seating/Patio SF:	25,735 SF	Subtotal Parking Requirement:	146
Collective Parking Reduction (15%)¹¹:			-22
Total Code Parking Requirement:			124
Proposed Parking Supply:			116
Parking Surplus/Deficiency (+/-):			-9
<u>Alternative Project</u>			
▪ Medical Office	22,970 SF	1 space per 200 SF	115
▪ Retail	2,380 SF	1 space per 200 SF	12
Total Floor Area:	25,350 SF	Subtotal Parking Requirement:	127
Collective Parking Reduction (15%)¹¹:			-19
Total Code Parking Requirement:			108
Proposed Parking Supply:			116
Parking Surplus/Deficiency (+/-):			+8

¹⁰ Source: City of Manhattan Beach Municipal Code, Chapter 10.64.030. – Off-Street Parking.

¹¹ Source: City of Manhattan Beach Municipal Code, Chapter 10.64.040. – Collective Provision for Parking, the maximum allowable reduction in the number of spaces to be provided shall not exceed fifteen percent (15%) of the sum of the number required for each use served.

TABLE 11-2
PARKING GENERATION EQUATIONS¹²

ITE Land Use Code	Time Period	Parking Generation Equation	Project Gross Floor Area (GFA)	Forecast Parking Demand (P)
<u>Proposed Project</u>				
720: Medical-Dental Office Building (Space/1000 SF of GFA)	Weekday Peak Hour	$P = 3.49 (X) - 1$ Where X = 1,000 SF of GFA	22,970 SF of GFA	79 spaces
880: Pharmacy/Drugstore without Drive-through Window (Space/1000 SF of GFA)	Weekday Peak Hour	$P = 1.83 (X)$ Where X = 1,000 SF of GFA	665 SF of GFA	2 spaces
933:Fast-food Non-Hamburger Restaurant without Drive-Through Window (Space/1000 SF of GFA)	Weekday Peak Hour	$P = 16.6 (X)$ Where X = 1,000 SF of GFA	1,715 SF of GFA	28 spaces
Total Forecast Parking Demand (P):				109 spaces
<u>Alternative Project</u>				
720: Medical-Dental Office Building (Space/1000 SF of GFA)	Weekday Peak Hour	$P = 3.49 (X) - 1$ Where X = 1,000 SF of GFA	22,970 SF of GFA	79 spaces
820: Shopping Center (Space/1000 SF of GLA)	Weekday (Friday) Peak Hour	$P = 4.01 (X)$ Where X = 1,000 SF of GFA	2,380 SF of GFA	10 spaces
Total Forecast Parking Demand (P):				89 spaces

¹² Source: *Parking Generation*, 3rd Edition, Institute of Transportation Engineers (ITE), Washington, D.C. (2004).

12.0 STATE OF CALIFORNIA (CALTRANS) METHODOLOGY

In conformance with the Caltrans *Guide for the Preparation of Traffic Impact Studies*, dated December, 2002, existing and projected AM and PM peak hour operating conditions at the four (4) state-controlled study intersections within the study area have been evaluated using the *Highway Capacity Manual 2000* (HCM2000 for signalized intersections) operations method of analysis. In Chapter 16 of the HCM, only the portion of total delay attributed to the control facility is quantified. This delay is called *control delay*. Control delay includes initial deceleration delay, queue move-up time, stopped delay, and final acceleration delay.

In conformance with the current Caltrans *Guide for the Preparation of Traffic Impact Studies*, existing and projected AM and PM peak hour operating conditions at the four state-controlled study intersections within the study area have been evaluated using the *Highway Capacity Manual 2000* (HCM2000 for signalized intersections) operations method of analysis. These state-controlled locations include the following intersections:

- Manhattan Beach Boulevard at Sepulveda Boulevard
- 10th Street at Sepulveda Boulevard
- 8th Street at Sepulveda Boulevard
- 2nd Street at Sepulveda Boulevard

Caltrans “endeavors to maintain a target LOS at the transition between LOS “C” and LOS “D” on State highway facilities”; it does not require that LOS “D” (shall) be maintained. However, Caltrans acknowledges that this may not always be feasible and recommends that the lead agency consult with Caltrans to determine the appropriate target LOS.” Since the intersections within the Caltrans right-of-way are under the jurisdiction of the City of Manhattan Beach, the City is the lead agency and the City’s level of service standard should be used. Therefore, intersection impacts at all intersections located within the City of Manhattan Beach will be determined based upon the City’s level of service standards and impact criteria. The City acknowledges that it may be difficult and expensive to maintain LOS “D” on State facilities, such as Sepulveda Boulevard, since their primary function is to serve regional traffic due to the lack of nearby freeways.

12.1 Highway Capacity Manual (HCM) Method of Analysis (Signalized Intersections)

Based on the HCM operations method of analysis, level of service for signalized intersections is defined in terms of control delay, which is a measure of driver discomfort, frustration, fuel consumption, and lost travel time. The delay experienced by a motorist is made up of a number of factors that relate to control, geometries, traffic, and incidents. Total delay is the difference between the travel time actually experienced and the reference travel time that would result during ideal conditions: in the absence of traffic control, in the absence of geometric delay, in the absence of any incidents, and when there are no other vehicles on the road.

In Chapter 16 of the HCM, only the portion of total delay attributed to the control facility is quantified. This delay is called *control delay*. Control delay includes initial deceleration delay, queue

move-up time, stopped delay, and final acceleration delay. In contrast, in previous versions of the HCM (1994 and earlier), delay included only stopped delay.

Specifically, LOS criteria for traffic signals are stated in terms of the average control delay per vehicle. The six qualitative categories of Level of Service that have been defined along with the corresponding HCM control delay value range for signalized intersections are shown in *Table 12-1*.

12.2 Year 2009 Traffic Conditions

Table 12-2 summarizes the peak hour *Highway Capacity Manual 2000* (HCM2000 for signalized intersections) level of service results at the four state-controlled study intersections within the study area. The first column (1) of HCM/LOS values in *Table 12-2* presents a summary of existing traffic conditions. The second column (2) presents Year 2009 background traffic conditions based on existing intersection geometry, but without any project generated traffic. The third column (3) presents future forecast traffic conditions with the addition of Manhattan Medical Center project traffic and the fourth column (4) indicates the anticipated level of service with previously identified planned improvements.

An analysis of future (Year 2009) background traffic conditions without and with Project traffic indicates that 10th Street at Sepulveda Boulevard is forecast to continue to operate at LOS F, while the three remaining intersections are forecast to continue to operate at LOS D or better during the weekday AM and PM peak hours. However, as shown in Column 4 of *Table 12-2*, the implementation of recommended improvements at the intersection of 10th Street and Sepulveda Boulevard results in an acceptable level of service. The three remaining state-controlled study intersections along Sepulveda Boulevard are forecast to operate at LOS D or better during the AM peak hour and/or PM peak hour based on the HCM/LOS method of analysis.

Consistent with the criteria published in the current Caltrans *Guide for the Preparation of Traffic Impact Studies*, the proposed Manhattan Medical Center project can be expected to pay a fair-share of the construction costs associated with the installation of a traffic signal at 10th Street and Sepulveda Boulevard, which totals approximately \$22,750.00.

Appendix E presents the Year 2009 HCM/LOS calculations for the four state-controlled study intersections for the AM and PM peak hour periods.

TABLE 12-1

LEVEL OF SERVICE CRITERIA FOR SIGNALIZED INTERSECTIONS— HCM/LOS METHODOLOGY

Level of Service (LOS)	Delay per Vehicle (sec/veh)	Level of Service Description
A	≤ 10.0	This level of service occurs when progression is extremely favorable and most vehicles arrive during the green phase. Most vehicles do not stop at all. Short cycle lengths may also contribute to low delay.
B	> 10.0 and ≤ 20.0	This level generally occurs with good progression, short cycle lengths, or both. More vehicles stop than with LOS A, causing higher levels of average delay.
C	> 20.0 and ≤ 35.0	Average traffic delays. These higher delays may result from fair progression, longer cycle lengths, or both. Individual cycle failures may begin to appear at this level. The number of vehicles stopping is significant at this level, though many still pass through the intersection without stopping.
D	> 35.0 and ≤ 55.0	Long traffic delays At level D, the influence of congestion becomes more noticeable. Longer delays may result from some combination of unfavorable progression, long cycle lengths, or high v/c ratios. Many vehicles stop, and the proportion of vehicles not stopping declines. Individual cycle failures are noticeable.
E	> 55.0 and ≤ 80.0	Very long traffic delays. These high delay values generally indicate poor progression, long cycle lengths, and high v/c ratios. Individual cycle failures are frequent occurrences.
F	≥ 80.0	Severe congestion This level, considered to be unacceptable to most drivers, often occurs with over saturation, that is, when arrival flow rates exceed the capacity of the intersection. It may also occur at high v/c ratios below 1.0 with many individual cycle failures. Poor progression and long cycle lengths may also be major contributing factors to such delay levels.

TABLE 12-2

YEAR 2009 PEAK HOUR INTERSECTION CAPACITY ANALYSIS – CALTRANS (HCM/LOS METHODOLOGY)

Key Intersections	Time Period	(1) Existing Traffic Conditions			(2) Year 2009 Background Traffic Conditions			(3) Year 2009 Plus Project Traffic Conditions			(4) Year 2009 Plus Project Traffic Conditions with Mitigation		
		Delay (s/v)	V/C ratio	LOS	Delay (s/v)	V/C ratio	LOS	Delay (s/v)	V/C ratio	LOS	Delay (s/v)	V/C ratio	LOS
1. Sepulveda Boulevard at Manhattan Beach Blvd	AM	40.1	1.099	D	53.6	1.052	D	54.5	1.056	D	--	--	--
	PM	39.0	1.041	D	52.5	1.029	D	53.6	1.034	D	--	--	--
2. Sepulveda Boulevard at 10 th Street	AM	1789.6	--	F	6371.2	--	F	OV	--	F	9.9	0.878	A
	PM	2637.6	--	F	OV	--	F	OV	--	F	6.5	0.741	A
3. Sepulveda Boulevard at 8 th Street	AM	7.6	0.884	A	8.5	0.836	A	9.2	0.848	A	--	--	--
	PM	7.0	0.761	A	7.7	0.752	A	8.0	0.753	A	--	--	--
4. Sepulveda Boulevard at 2nd Street	AM	12.7	0.971	B	14.4	0.902	B	14.6	0.907	B	--	--	--
	PM	11.2	0.809	B	12.2	0.776	B	12.3	0.780	B	--	--	--

Notes:

- Bold HCM/LOS values indicate adverse service levels based on City LOS Standards.
- OV = Overflow Conditions Exceeds analysis model capabilities, s/v = seconds per vehicle (delay).

13.0 CONGESTION MANAGEMENT PROGRAM (CMP) ANALYSIS

The Congestion Management Program (CMP) is a state-mandated program that was enacted by the State Legislature with the passage of Proposition 111 in 1990. The program is intended to address the impact of local growth on the regional transportation system.

As required by the 2004 Congestion Management Program for Los Angeles County, a Traffic Impact Assessment (TIA) has been prepared to determine the potential impacts on designated monitoring locations on the CMP highway system. The analysis has been prepared in accordance with procedures outlined in the *2004 Congestion Management Program for Los Angeles County*, County of Los Angeles Metropolitan Transportation Authority, July 2004.

13.1 Intersections

The following CMP intersection monitoring location in the project vicinity has been identified:

<u>CMP Station</u>	<u>Intersection/Jurisdiction</u>
No. 20	Sepulveda Boulevard at El Segundo Boulevard, El Segundo
No. 22	Pacific Coast Highway at Artesia Boulevard-Gould Avenue, Hermosa Beach
No. 110	Sepulveda Boulevard at Rosecrans Avenue, Manhattan Beach
No. 129	Inglewood Boulevard at Artesia Boulevard, Redondo Beach
No. 130	Pacific Coast Highway at Torrance Boulevard, Redondo Beach

The CMP TIA guidelines require that intersection monitoring locations must be examined if the proposed Project will add 50 or more trips during either the AM or PM weekday peak periods. A review of *Figures 5-3 and 5-4* indicate that the proposed Project will not add 50 or more trips, during the AM or PM peak hours at the CMP monitoring intersections, which is the threshold for preparing a traffic impact assessment, as stated in the CMP manual. Therefore, no further review of potential impacts to intersection monitoring locations that are part of the CMP highway system is required.

13.2 Freeways

There are no CMP freeway monitoring locations in the project vicinity. Further, the CMP TIA guidelines require that freeway monitoring locations must be examined if the proposed Project will add 150 or more trips (in either direction) during either the AM or PM weekday peak periods. The proposed Project will not add 150 or more trips (in either direction), during either the AM or PM weekday peak hours to the CMP freeway monitoring location, which is the threshold for preparing a traffic impact assessment, as stated in the CMP manual. Therefore, no further review of potential impacts to freeway monitoring locations that are part of the CMP highway system is required.

14.0 ALTERNATIVE ANALYSIS

An alternate development scenario for the project site, as defined by the project applicant, has been included in this traffic study and is evaluated to the same level of detail of the proposed Project. The proposed Project plus the Alternative Project is described below:

- Proposed Project: The proposed medical office building includes 19,185 SF of medical office space, 665 SF of retail space, 1,715 SF of restaurant/food uses (coffee house) and 3,785 SF of common area/circulation corridor.
- Alternative Project: The alternative development tabulation for the proposed medical office building consists of 19,185 SF of medical office space, 2,380 SF of retail space, and 3,785 SF of common area/circulation corridor (no coffee house).

14.1 Alternative Project Trip Generation

Table 14-1 summarizes the trip generation rates used in forecasting the vehicular trips generated by the Alternative Project as well as the existing land use. As shown in the upper portion of this table, the trip generation potential of the existing land use was estimated using ITE Land Use 931: Quality Restaurant trip rates, while the trip generation potential of the Alternative Project was estimated using the average trip rates for ITE Land Use 720: Medical-Dental Office Building and ITE Land Use 820: Shopping Center.

As shown in the middle portion of *Table 14-1*, the Alternative Project is forecast to generate 922 daily trips, with 59 trips (46 inbound, 13 outbound) produced in the AM peak hour and 91 trips (26 inbound, 65 outbound) produced in the PM peak hour. Comparison of the trips generated by the "Existing Land Uses" to these trips shows that the implementation of the Alternative Project development tabulation of the proposed Manhattan Medical Center will result in 598 additional daily trips, 56 additional AM peak hour trips and 74 additional PM peak hour trips (see last row of *Table 14-1*). These net trips were used to evaluate the Alternative Project's potential traffic impacts at the six study intersections.

For information purposes, a comparison of the trip generation potential of the Proposed Project (See *Table 5-1*) with that of the Alternative Project indicates that the Alternative Project is forecast to generate 725 fewer trips on a daily basis, 61 fewer trips during the AM peak hour and 18 fewer trips during the PM peak hour.

TABLE 14-1
ALTERNATIVE PROJECT TRAFFIC GENERATION FORECAST¹³

ITE Land Use Code	Daily 2-Way	AM Peak Hour			PM Peak Hour		
		Enter	Exit	Total	Enter	Exit	Total
<u>Generation Factors:</u>							
▪ 720: Medical Office Building (TE/1,000SF)	36.13	1.96	0.52	2.48	1.00	2.72	3.72
▪ 820: Shopping Center (TE/1000 SF)	42.94	0.63	0.40	1.03	1.80	1.95	3.75
▪ 931: Quality Restaurant (TE/1,000 SF)	89.95	0.76	0.05	0.81	5.02	2.47	7.49
<u>Generation Forecast:</u>							
<i>Alternative Project</i>							
▪ Manhattan Medical Center (22,970 SF)	830	45	12	57	23	62	85
▪ Retail Shops (2,380 SF)	<u>102</u>	<u>1</u>	<u>1</u>	<u>2</u>	<u>4</u>	<u>5</u>	<u>9</u>
Subtotal:	932	46	13	59	27	67	94
Less Pass-By Trips ¹⁴ :	<u>-10</u>	<u>--</u>	<u>--</u>	<u>--</u>	<u>-1</u>	<u>-2</u>	<u>-3</u>
Alternative Project Net Trips:	922	46	13	59	26	65	91
<i>Existing Land Use</i>							
▪ Quality Restaurant (4,000 SF)	360	3	0	3	20	10	30
Less Pass-By Trips ¹⁴ :	<u>-36</u>	<u>--</u>	<u>--</u>	<u>--</u>	<u>-9</u>	<u>-4</u>	<u>-13</u>
Net Existing Trip Generation:	324	3	0	3	11	6	17
Net Project Traffic Generation: Alternative Project minus Existing Use	598	43	13	56	15	59	74

- Notes: TE/1,000SF = Trip end per thousand square foot of development.

¹³ Source: *Trip Generation*, 7th Edition, Institute of Transportation Engineers (ITE) [Washington, D.C. (2003)].

¹⁴ Source: *Trip Generation Handbook*, ITE June 2004. The following pass-by reduction factors were utilized for this project:
 -Land Use 820: Shopping Center (daily = assume 10% and PM Peak Hour = 34%)
 -Land Use 931: Quality Restaurant (daily = assume 10% and PM Peak Hour = 44%)

14.2 Intersection Peak Hour Capacity Analysis – Alternative Project

Table 14-2 summarizes the peak hour Level of Service results at the six key study intersections for the 2009 horizon year assuming implementation of the Alternative Project development scenario. The column (1 and 2) of ICU/LOS and HCM/LOS values in *Table 14-1* presents a summary of existing and project background for the AM and PM peak hour traffic conditions (which were also presented in *Table 3-3 and 8-1*). The third column (3) presents forecast Year 2009 alternative near-term traffic conditions with the addition of Alternative Project traffic. The fourth column (4) shows the increase in ICU value or delay value due to the added peak hour project trips and indicates whether the traffic associated with the Project will have a significant impact based on the City of Manhattan Beach LOS standards and the significance impact criteria defined in this report. The fifth column (5) presents the resultant level of service with the inclusion of recommended traffic improvements to achieve an acceptable LOS and/or offset the cumulative impact of future background traffic growth and Alternative Project traffic.

Similar to the Proposed Project, the Alternative Project will not have a significant traffic impact at any of the study intersections when compared to the City's LOS standards and significant traffic impact criteria defined in this report. However, the Alternative Project will cumulatively impact the 10th at Sepulveda intersection. But implementation of recommended improvements will offset the impact of Alternative Project traffic as well as existing and future background traffic, and return service levels to better than existing LOS F conditions.

14.3 State of California (Caltrans) Analysis – Alternative Project

Table 14-3 summarizes the peak hour *Highway Capacity Manual 2000* (HCM2000 for signalized intersections) level of service results at the four state-controlled study intersections within the study area. An analysis of future (Year 2009) background traffic conditions without and with Alternative Project traffic indicates that 10th Street at Sepulveda Boulevard is forecast to continue to operate at LOS F, while the three remaining intersections are forecast to continue to operate at LOS D or better during the weekday AM and PM peak hours. However, as shown in Column 4 of *Table 14-3*, the implementation of recommended improvements at the intersection of 10th Street and Sepulveda Boulevard results in an acceptable level of service. The three remaining state-controlled study intersections along Sepulveda Boulevard are forecast to operate at LOS D or better during the AM peak hour and/or PM peak hour based on the HCM/LOS method of analysis.

Appendix F presents the level of service calculation worksheets for the Alternative Project development scenario for the six study intersections during the AM and PM peak hour.

TABLE 14-2
YEAR 2009 ALTERNATIVE PEAK HOUR INTERSECTION CAPACITY ANALYSIS

Key Intersections	Time Period	(1) Existing Traffic Conditions			(2) Year 2009 Background Traffic Conditions			(3) Year 2009 Plus Alternative Project Traffic Conditions			(4) Project Significant Impact		(5) Year 2009 With Recommended Improvements	
		Delay (s/v)	ICU	LOS	Delay (s/v)	ICU	LOS	Delay (s/v)	ICU	LOS	ICU / Delay (s/v) increase	Yes/No	ICU	LOS
1. Sepulveda Boulevard at Manhattan Beach Blvd	AM PM	-- --	1.099 1.041	F F	-- --	1.174 1.147	F F	-- --	1.175 1.152	F F	0.001 0.005	No No	-- --	-- --
2. Sepulveda Boulevard at 10 th Street	AM PM	1789.6 2637.6	-- --	F F	6371.2 OV	-- --	F F	OV OV	-- --	F F	N/A N/A	No No	0.974 0.842	E ¹⁵ D
3. Sepulveda Boulevard at 8 th Street	AM PM	-- --	0.884 0.761	D C	-- --	0.948 0.855	E D	-- --	0.953 0.855	E D	0.005 0.000	No No	-- --	-- --
4. Sepulveda Boulevard at 2 nd Street	AM PM	-- --	0.971 0.809	E D	-- --	1.036 0.903	F E	-- --	1.038 0.907	F E	0.002 0.004	No No	-- --	-- --
5. Poinsettia Avenue at 10 th Street	AM PM	7.5 7.5	-- --	A A	7.5 7.5	-- --	A A	7.5 7.5	-- --	A A	0.0 0.0	No No	-- --	-- --
6. Meadows Avenue at 10 th Street	AM PM	8.5 8.4	-- --	A A	8.6 8.4	-- --	A A	8.6 8.5	-- --	A A	0.0 0.1	No No	-- --	-- --

Notes:

- **Bold ICU/LOS values and HCM/LOS values** indicate adverse service levels based on City LOS Standards.
- **OV** = Overflow Conditions Exceeds analysis model capabilities, s/v = seconds per vehicle (delay).

15 Represents anticipated ICU/LOS with the installation of a traffic signal.

LINSCOTT, LAW & GREENSPAN, engineers

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TABLE 14-3

YEAR 2009 ALTERNATIVE PEAK HOUR INTERSECTION CAPACITY ANALYSIS – CALTRANS (HCM/LOS METHODOLOGY)

Key Intersections	Time Period	(1) Existing Traffic Conditions			(2) Year 2009 Background Traffic Conditions			(3) Year 2009 Plus Alternative Project Traffic Conditions			(4) Year 2009 Plus Alternative Project Traffic Conditions with Mitigation		
		Delay (s/v)	V/C Ratio	LOS	Delay (s/v)	V/C Ratio	LOS	Delay (s/v)	V/C Ratio	LOS	Delay (s/v)	V/C Ratio	LOS
1. Sepulveda Boulevard at Manhattan Beach Blvd	AM	40.1	1.099	D	53.6	1.052	D	53.8	1.054	D	--	--	--
	PM	39.0	1.041	D	52.5	1.029	D	53.3	1.033	D	--	--	--
2. Sepulveda Boulevard at 10 th Street	AM	1789.6	--	F	6371.2	--	F	OV	--	F	8.9	0.868	A
	PM	2637.6	--	F	OV	--	F	OV	--	F	6.5	0.741	A
3. Sepulveda Boulevard at 8 th Street	AM	7.6	0.884	A	8.5	0.836	A	8.7	0.841	A	--	--	--
	PM	7.0	0.761	A	7.7	0.752	A	7.9	0.753	A	--	--	--
4. Sepulveda Boulevard at 2nd Street	AM	12.7	0.971	B	14.4	0.902	B	14.5	0.905	B	--	--	--
	PM	11.2	0.809	B	12.2	0.776	B	12.3	0.780	B	--	--	--

Notes:

- **Bold HCM/LOS values** indicate adverse service levels based on City LOS Standards.
- **OV** = Overflow Conditions Exceeds analysis model capabilities, s/v = seconds per vehicle (delay).

15.0 SUMMARY OF FINDINGS AND CONCLUSIONS

- **Project Description** – The subject property is currently developed with a 4,000± square-foot (SF) restaurant to be razed. The proposed Manhattan Medical Center project includes the construction of a two-story 25,350 square-foot (SF) of medical office building with a 104-space, two-level subterranean parking garage and a 12-space surface parking lot. The proposed medical office building will include 19,185 SF of medical office space, 665 SF of retail space, 1,715 SF of restaurant/food uses (coffee house) and 3,785 SF of common area/circulation corridor.
- **Study Scope** – The following six intersections were selected for detailed peak hour level of service analyses under Existing (Year 2007) Traffic Conditions, Year 2009 Background Traffic Conditions and Year 2009 Future Background plus Project Traffic Conditions:
 1. Sepulveda Boulevard at Manhattan Beach Boulevard
 2. Sepulveda Boulevard at 10th Street
 3. Sepulveda Boulevard at 8th Street
 4. Sepulveda Boulevard at 2nd Street
 5. Poinsettia Avenue at 10th Street
 6. Meadows Avenue at 10th Street

The analysis is focused on assessing potential traffic impacts during the morning and evening commute peak hours (between 7:00-9:00 AM, and 4:00-6:00 PM) on a typical weekday.

- **Existing Traffic Conditions** – Three of the six key study intersections currently operate at an unacceptable service level during the AM and PM peak hour based on City of Manhattan Beach LOS standards. The intersection of Sepulveda Boulevard at Manhattan Beach Boulevard, Sepulveda Boulevard at 10th Street, and Sepulveda Boulevard at 2nd Street currently operates at LOS E or F during the AM or PM peak hours, while the remaining three intersections operate at LOS D or better.
- **Project Trip Generation** – On a typical weekday, the implementation of the proposed Project in place of the existing restaurant will result in the addition of 1,323 net daily trips, with 117 net trips (75 inbound, 42 outbound) produced in the AM peak hour and 92 net trips (25 inbound, 67 outbound) produced in the PM peak hour. These net trips were used to evaluate the Project's potential traffic impacts at the six study intersections.
- **Related Projects Trip Generation** – Sixteen (16) related projects were considered as part of the cumulative traffic analysis. On a typical weekday, the 16 related projects are expected to generate a combined total of 29,967 daily trips on a "typical" weekday, with 2,164 trips (963 inbound and 1,201 outbound) forecast during the AM peak hour, and 3,366 trips (1,848 inbound and 1,518 outbound) during the PM peak hour.

- **Year 2009 Future Background Traffic Conditions** – An analysis of future (Year 2009) background traffic conditions indicates that the intersections of Sepulveda Boulevard at Manhattan Beach Boulevard, Sepulveda Boulevard at 10th Street, Sepulveda Boulevard at 8th Street, and Sepulveda Boulevard at 2nd Street are forecast to at LOS E or F during the AM and/or PM peak hours, while the remaining two intersections are forecast to continue to operate at an acceptable service level.
- **Year 2009 Future Traffic Conditions Plus Project** – The results of traffic analysis indicates the proposed Project will not significantly impact any of the six key study intersections, when compared to the City of Manhattan Beach LOS standards and significant impact criteria specified in this report. However, the Project will cumulatively impact the intersection of Sepulveda Boulevard and 10th Street.
- **Project-Related Improvements** – The results of the level of service analysis indicate that the proposed Project will cumulatively impact one study intersection. Therefore, to mitigate the Project's cumulatively impact, the following capacity enhancing and/or traffic signal operational improvements are recommended:
 - **10th Street at Sepulveda Boulevard:** Install a two-phase traffic signal. The installation of a traffic signal at 10th Street and Sepulveda Boulevard is subject to the approval of the City of Manhattan Beach and/or the State of California Department of Transportation (CALTRANS).
- **Project-Related Fair Share Contribution** – The Project's fair share contribution towards the installation of a traffic signal at 10th Street and Sepulveda Boulevard to offset the near-term (Year 2009) intersection Project cumulative impacts is estimated to total \$22,750.00.
- **Proposed Project Parking Analysis** – The required number of parking spaces for the Project, based on City parking code, total 124 spaces. With a proposed parking supply of 116 spaces, the Project results in a total potential deficiency of 8 spaces. Based on parking generation equations found in the ITE's 3rd Edition of *Parking Generation*, the Manhattan Medical Center project has a forecast peak-parking requirement of 109 spaces.
- **CMP Compliance Assessment:** The proposed Project will not impact any intersection on the Los Angeles County Congestion Management Program roadway network.
- **Alternative Analysis:** The Alternative Project development scenario will not impact any of the study intersections. A comparison of the trip generation potential of the Proposed Project with that of the Alternative Project indicates that the Alternative Project is forecast to generate 725 fewer trips on a daily basis, 61 fewer trips during the AM peak hour and 18 fewer trips during the PM peak hour. Further, assuming 1,715 SF of retail uses is to be provided in place of the potential coffee house and the outdoor seating area were eliminated, the City code parking requirements for the Project would total 108 spaces and the forecast parking demand for the Alternative Project, based on the ITE's 3rd Edition of *Parking Generation* totals 89 spaces. With a proposed parking supply of 116 spaces, the Alternative Project parking demand would be satisfied.