



**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:** November 28, 2007

**SUBJECT:** Consideration of a Use Permit, Alcohol Beverage License, Variance from Maximum Allowable Building Height, and an Initial Study and Negative Declaration of Environmental Impacts, for a Proposed Rite Aid Pharmacy at 1100 Manhattan Beach Boulevard

**RECOMMENDATION**

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

**APPLICANT**

RHL Design Group, Inc.  
2401 E. Katella Avenue  
Anaheim, Ca. 92806  
Attention: Bob Superneau

**PROPERTY OWNERS**

Smail Nayebdadash  
28002 Beechgate Drive  
Racho Palos Verdes, Ca. 90275

Stuart Sackley  
4108 The Strand  
Manhattan Beach, Ca. 90266

**BACKGROUND**

The subject site, which is located at the southeast corner of Manhattan Beach Boulevard and Sepulveda Boulevard, is presently improved with a 1,736 square foot gas station (Manhattan Beach Fuel) with three service bays and surface parking on the north end of the property, and a 8,638 square foot commercial retail/office/personal service building (Mr. D's Liquor Mart, General Office Uses, Peak Fitness) at the south end of the property. The project proposal consists of the demolition of all existing improvements and construction of a 13,370 square foot pharmacy, without a drive-thru, which includes a 1,000 square foot mezzanine storage/utility area. The proposed retail use is permitted in the CG zone; however, because the project will exceed more than 5,000 square feet of buildable floor area and more than 10,000 square feet of land area and requests an alcohol beverage license, a Use Permit approval is required. Along with the Use Permit application, the applicant is also seeking a Variance approval from maximum allowable building height.

## PROJECT OVERVIEW

### LOCATION

Location: 1100 Manhattan Beach Boulevard located at the southeast corner of Sepulveda Boulevard and Manhattan Beach Boulevard (see Site Location Map, Exhibit A)

Legal Description: (Parcel 1) that portion of Lots 15, 16, 17, and 18, Block 2 of Tract 142,  
(Parcel 2) a non-exclusive easement for ingress and egress over that portion of Lot 15, Block 2 of Tract 142 in the City of Manhattan Beach (easement is on the south side of the property)  
(Parcel 3) that portion of Lots 9, 10, 11, 12, 15, 16, 17 and 18 in Block 2, of Tract No. 142

Area District: I (Sepulveda Corridor)

### LAND USE

General Plan: General Commercial

Zoning: CG, General Commercial

<u>Land Use:</u>	<b><u>Existing</u></b>	<b><u>Proposed</u></b>
	1,736 sq. ft.	13,370 sq. ft. (retail area)
	Gas station	950 sq. ft. (mezz. area)
	8, 638 sq. ft.	14,320 sq. ft. total area
	office/retail/personal service	

Neighboring Zoning/Land Uses:

North, across MBB CG, General Commercial  
(Target, Blockbuster Video,  
Cingular Wireless, Framestore)

East, CG, General Commercial  
(Office, Personal Service Commercial)

South, CG, General Commercial  
(Peak Fitness, Mr. D's Food Mart)

West, across Sep. Blvd. CG, General Commercial  
(Jiffy Lube)

## PROJECT DETAILS

<u>Parcel Size:</u>	<b><u>Proposed</u></b> 40,250 sq. ft. (after street dedication)	<b><u>Allowed/Required</u></b> 5,000 sq. ft. min.
<u>Building Area:</u>	<b><u>Proposed</u></b> 13,370 sq. ft. (.33) 1,000 sq. ft. mezzanine	<b><u>Allowed/Required</u></b> 60,381 sq. ft. (lot area x1.5)
<u>Building Height:</u>	171.30'* (11.43' above allowable)	159.87' feet*
<u>Parking:</u>	54 spaces (41 standard) (10 compact) (3 disabled access)	54 spaces
<u>Building Setbacks:</u>		
North,	8'	0'
East,	67.00'	0'
South,	65.83'	0'
West,	8'	0'
<u>Landscape Area:</u>	5,198 sq. ft. (13% of lot area)	3,220 sq. ft. (8% of lot area)
<u>Vehicle Access:</u>	1 Sepulveda Blvd. 1 MBB	n/a
<u>Signage:</u>	470 sq. ft.	440 sq. ft.
<u>Hours of Operation:</u>		
Retail Store/Pharmacy	7:00 a.m. - 10:00 p.m. (7-days)	Requires Use Permit
Beer and Wine Sales	7:00 a.m. - 10:00 p.m. (7-days)	Requires Use Permit

\* The maximum allowable building height elevation was calculated using the four corner elevations of the property of 146.495' (N/W - average of 146.66/146.33), 143.65' (N/E), 134.12 (S/W) and 127.24' (S/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 C) shows the proposed building to be located at the corner of Manhattan Beach Boulevard and Sepulveda Boulevard, as recommended by the Sepulveda Boulevard Development Guidelines. Rite-Aid Pharmacy is seeking approval to bring a new, state-of-the-art, full service drug store to the community of Manhattan Beach. This retail use will provide full pharmacy service in addition to one-hour photo processing along with a wide variety of other goods and services to meet the pharmaceutical and convenience shopping needs of the community.

### ***Land Use Compatibility***

The existing parcels, each under a separate ownership, consists of the northerly lot located on the southeast corner of Sepulveda Boulevard and Manhattan Beach Boulevard and the southerly lot located on the northeast corner of Sepulveda Boulevard and 11<sup>th</sup> Street, both along the Sepulveda Commercial Corridor. These lots are zoned (CG) General Commercial and are consistent with areas' General Plan designation of "General Commercial" and allows a retail use on the property.

The properties to the north, south, east and west are similarly zoned (CG) General Commercial. The property to the north across Manhattan Beach Boulevard is developed with the Target Store and a separate building which contains a Blockbuster Video, Cingular Wireless and Framestore; the property to the east is developed with a mixed use of office and personal services; the property to the south is developed with the Little Company of Mary medical office building; and the property to the west across Sepulveda Boulevard is developed with a Jiffy Lube and mixed office uses.

### ***Street Dedication/Corner cut-off***

The existing properties currently contain approximately 43,270 square feet of lot area. Engineering Division has determined that the project should provide an 8-foot dedication on Sepulveda Boulevard for the future widening of the right-of-way for an additional left-hand turn pocket for traffic traveling west onto Manhattan Beach Boulevard (no schedule at this time). In addition, the project is required to provide an additional corner cut-off to accommodate a disabled access ramp, pedestrian access area and existing/future street furniture. As a result of these dedications the new parcel size will now contain approximately 40,250 square feet of lot area.

### ***Sepulveda Corridor Guidelines***

The applicant has made substantial efforts to address the Sepulveda Boulevard Development Guidelines (attached, Exhibit D). 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 sidewalk on Sepulveda Boulevard, Manhattan Beach Boulevard and 11<sup>th</sup> Street (see attached site plan).

The building as designed will be oriented towards Sepulveda Boulevard as recommended by the guidelines; however the building storefront, windows and pedestrian entrance would be located on the northerly and north-easterly side of the building. This is due in part to the building location on the high side of the property, the proposed interior office/storage mezzanine area and the maximum allowable building height. The trash area will be located at the southeast portion of the property with a proposed loading dock at the south-easterly side of the proposed building. A non-required loading space would also be provided adjacent to the easterly property line across from the proposed loading dock.

The proposed parking area would be located on the easterly and southerly side of the proposed building in a less prominent location as recommended by the Sepulveda Corridor Guidelines when viewed from both Sepulveda Boulevard and Manhattan Beach Boulevard. The applicant will provide colored elevations for review by the Planning Commission at tonight's meeting.

Driveway access for the existing gasoline service station consists of four driveways; two on both Sepulveda Boulevard and Manhattan Beach Boulevard. The project traffic circulation will substantially improve with the elimination of the two existing corner driveways. The remaining driveways on Sepulveda Boulevard and Manhattan Beach Boulevard will be aligned with the parking access for the property.

### ***Landscaping***

Municipal Code Section 10.16.030, Minimum Site Landscaping, requires that a minimum of 8% of planting area or 3,220 square feet be provided for the site based on the lot area of 40,254 square feet. 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. Furthermore, 5% of the parking lot area, excluding the perimeter planting strips shall be devoted to interior landscaping areas distributed throughout the parking lot. The subject parking lot design provides a 10-foot perimeter landscape area at both proposed entrances on Sepulveda Boulevard and Manhattan Beach Boulevard.

In addition to the two 10-foot wide perimeter landscape areas at the driveway entry areas, landscaping is also provided at the outer parking stalls and perimeter areas along the easterly and southerly property lines which buffer the parking spaces to the adjoining properties. (See attached Site Plan).

### ***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 property frontage. In this case, the property frontage is 220-feet in length on Manhattan Beach Boulevard; therefore 440-square feet of signage would be permitted.

The applicant has provided staff with a sign program for the site, which includes 470 square feet of primary and secondary signage on all building sides and two monument signs which exceeds the allowable by 30 square feet (see attached plan, Sign Program, Exhibit E). All business identification signs must obtain review and approval by the Community Development Department prior to issuance of a building permit and staff will work with the applicant to bring the signage into compliance with maximum allowable square footage.

### ***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 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. The nearest residentially zoned property are located 175' to the east and 110' to the south. The submitted lighting and photometric plan (Exhibit F) shows that three light poles will be located within the parking area. Two light poles will be located along the southerly property line and one along the easterly property line all adjacent to the proposed parking area. The photometric plans shows that the illumination levels from these poles will average from 0.8 – 13.0 foot-candles.

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, and therefore portions of the illumination levels exceed the maximum code requirements. The applicant has indicated that they would work with staff to comply with maximum foot-candles. In addition to meeting maximum foot-candles, 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. Shields and directional lighting would be required where needed. During the building plan check process staff will ensure that the proposed light poles meet all lighting requirements as established under MBMC Section 10.64.170.

### ***Store Operation/Store Deliveries/Alcohol Beverage Sales***

Rite Aid's goal is to provide a wide variety of good and services and offer the customer the value and convenience of a true "one-stop" opportunity. Rite Aid proposes to operate the drug store between the hours of 7:00 a.m. to 10:00 p.m. seven (7) days a week. The applicant has indicated in the project narrative that operational deliveries would be conducted twice a week during the hours of 6:00 a.m. to 10:00 p.m. They indicate that

this timeframe has been developed by Rite Aid as the most conducive to delivery times, as they consider this to be “off peak” hours for commuters and customers.

Due to the change in topography for the site, the loading dock would be located at the south end of the site which creates a natural elevation change to enable a 62-foot truck to enter the site from Sepulveda Boulevard, and to back into the loading area. After unloading the truck would exist via the Manhattan Beach Boulevard driveway eastbound. This operation would typically take approximately one hour. Deliveries to the site would occur at a rate of one truck every three to four days. The smaller vendor delivery trucks (i.e. Coca-Cola, Frito-Lay) will also service the store and would park in the proposed loading space located along the easterly property line across from the loading dock. While these deliveries would have a shorter duration for unloading the applicant has not provided information regarding the frequency of these deliveries. However, an issue of functionality arises as the proposed loading dock area is not located in close proximity to the loading space, and the elevated loading dock platform does not provide a loading ramp, which would make it difficult to deliver goods.

In addition to the state-of-the-art pharmacy department, the new store will include departments for school supplies, cosmetics, greeting cards, one-hour photo processing, general merchandise/sundry items and an ancillary department for food mart, sodas, juices, and milk and refrigerated alcohol beverages. No information was provided as the gross floor area devoted to alcohol beverage sales; however the amount of liquor sales would not exceed 10% of the stores total sales. Alcohol beverages would be sold between the proposed business hours of operation of 7:00 a.m. – 10:00 p.m. seven (7) days a week. Their internal policies and procedures commit the company to responsible sale of alcohol beverages.

The Rite Aid store would typically be staffed with 8-10 employees, including a licensed pharmacist, depending on time of day and shift. Should the project be approved the employees would be required to park on-site.

### ***Building Height***

The proposed structure will appear as a tall building from all elevations (see Elevation Plans, attached, Exhibit J). The proposed building is designed with a flat roof line and per MBMC Section 10.16.030 (F), Maximum Height of Structures, if the roof pitch is less than 4:12 the maximum building height is limited to 22 feet. Because the building height is determined by the average of the four property corners the average elevation would be at a 137.87' elevation. Therefore, with the average property corner elevation of 137.87 plus 22 feet of height limit, the proposed building is limited to a 159.87' height elevation. The submitted elevation plans show that the proposed building will be designed at a height elevation of 171.30 or 11.30' above the allowable building height which requires a Variance approval. The applicant has indicated that these building heights are needed to accommodate the proposed being design.

Because the proposed structure location would provide an 8-foot building setback from the northerly and westerly property lines (16-feet if you also count the 8-foot dedication), the proposed building may not be more visually compatible at the intersection with other surrounding buildings located at the other adjoining corners. The height of the building directly to the north across Manhattan Beach Boulevard (Target site) varies from 16 – 22 feet; the building canopy to the northwest at the Shell gasoline station is 22 feet; and the Jiffy Lube located across Sepulveda Boulevard is 30 feet with parking area below and a minimum 4:12 roof pitch. None of these existing buildings are located at the property corner. The proposed building is designed at a height between 24'-2" – 25'. At the request of staff the applicant was asked to do a building height comparison with the surrounding buildings. This information has not been provided at the writing of this report, however in the applicant's project narrative they indicate that in order to meet Rite Aid standard for minimum building height they are requesting a variance for an additional 11.50'. They believe that this will provide an overall entry building height of 25' which appears to be in line with the adjacent Target and Jiffy Lube buildings.

The proposed building roof mechanical equipment is shown to be slightly higher than the proposed parapet roof line. They believe that because of the location, which is situated far enough away from the perimeter of the building, the line of site will naturally screen the equipment. (see attached height elevation plans - Sheet SS-001).

The applicant states in the project narrative that proposed building would be approximately 5-feet higher than the existing service station and commercial office building on the site. The goal in the design of this building is not to have the tallest building, but rather construct a building that can accommodate both the Manhattan Beach and Rite Aid while blending with the architectural surroundings.

#### *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.



On the applicant's project narrative/findings, (attached, Exhibit F) it states that they are seeking relief from maximum allowable building height for the following reasons:

- a. There are constraints in meeting the maximum height limit of 22 feet due to the topography of the site
- b. Due to building height determination, which takes the average of the four corners of the property, the building location at the highest part of the property, restrict the building height and therefore would exceed the maximum allowable height and therefore creates a hardship to the site.
- c. The proposed building height would only be approximate 5-feet higher than the existing service station building on site.
- d. The proposed building height and location would not impact current views and would be compatible with existing adjacent buildings at the proposed location.
- e. Location of building as recommended by the Sepulveda Boulevard Development Guidelines has created a constraint on the building design
- f. The existing egress/ingress access easement creates many constraints on the site design including the finish elevation of the structure
- g. The proposed roof elements, which vary in height, provide architectural relief to the building
- h. The highest roof element occurs at the southeast portion of the structure which is the furthest from the street
- i. The parapet design will house the mechanical equipment that will be shielded from public view
- j. As an alternative to the 22 foot maximum height limit, the Municipal Code permits a building height of 30 feet with a minimum 4/12 roof pitch. This is not a desired design option and relief from maximum allowable building height would also be needed as the building would also exceed the building height limit.
- k. Strict adherence to the height limitation would preclude the inclusion of the mezzanine which is an essential area to the operation of the store
- l. The request is for a height Variance to a maximum of 12-feet and this increase in height is not detrimental as the building location is so far removed from any other structures in the area. Additional landscape buffers will be provided at both the Manhattan Beach Boulevard and Sepulveda Boulevard sides of the building to soften the mass of the structure
- m. The project design is consistent with the Sepulveda Boulevard Corridor Guidelines as to building location and common drive with the property to the south, however, compliance with the guidelines is creating the need for relief from building height

***Parking/Traffic Circulation:***

The applicant proposes to provide 41 standard parking spaces, 10 compact spaces and 3 disabled access spaces for a total of 54 spaces. The project provides a 12,106 square foot retail store which includes a 1,261 square feet of warehouse storage area. Municipal Code Section 10.64.030, Off-Street Parking Spaces, requires that a retail use provide 1 parking space for the first 5,000 square feet; plus 1 per 250 square feet thereafter and 1 space per 1,000 square feet of storage/office area, and therefore is required to provide 54 on-site parking spaces ( $5,000/200 = 25$  spaces;  $7,106/250 = 28$  spaces;  $1,261/1,000 = 1$  space; total of 54 spaces).

Vehicle access to the site will be provided via two driveways, one on Sepulveda Boulevard and one on Manhattan Beach Boulevard. The two existing driveways located closer to the intersection will be closed which the City Traffic Engineer indicates will improve traffic flow.

At the request of the City Traffic Engineer, the applicant was required to prepare a "limited" Traffic Impact Analysis, to determine the potential traffic impacts of the proposed development and the existing projects. This analysis, prepared by Limley-Horn and Associates, Inc, was done to determine the potential change in traffic due to the change in land use.

City Traffic Engineer, Erik Zandvliet, has reviewed the Trip Generation Report and found it to be satisfactory. The report concludes that the proposed Rite Aid development would generate fewer vehicular trips on a daily, morning and evening peak hour than the existing service station/retail/office uses. Additionally, the traffic engineer has reviewed the parking plan and determined that the proposed project's layout, parking stalls and dimensions, access and circulation patterns, particularly the internal access to the parking areas shared between the two properties, were acceptable. The traffic engineer has also indicated that the proposed project closure of the two existing driveways located closer to the intersection will improve vehicular movement for the site.

***Public Input:***

A public notice for the project was mailed to the property owners within 500 feet of the site and published in the Beach Reporter newspaper. At the writing of this report, staff has not received any correspondence or phone calls in support or in opposition to the proposed development. Staff has received minor comments from other department but those issues raised are concerns that can be handled as regular building plan check items.

## 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 made for the application include the following:

### Use Permit

1. Determine whether the proposed use of the property is appropriate for the site, serves the public interest, and meets the required finding per MBMC Section 10.84.060 (A). Determine whether the sale of alcoholic beverages and the proposed hours of sale are appropriate for this site.

### Building Height Variance

2. 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

3. 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.
4. Determine if the proposed loading dock and loading space locations are appropriate for the proposed development.

### Other

5. Approve the Initial Study and Negative Declaration of Environmental Impacts.
6. Require that the project include environment practices in the development of the site.

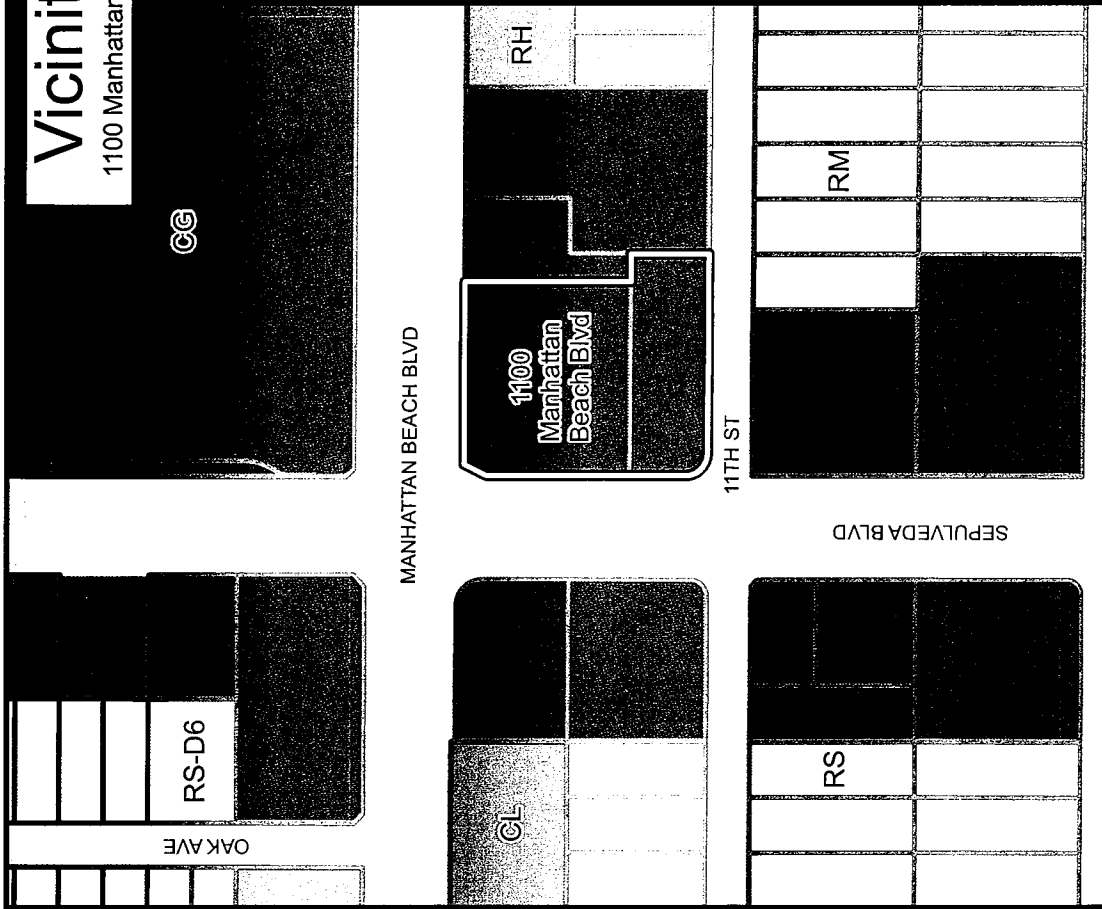
### Attachments:

- Exhibit A – Site location Map
- Exhibit B – Initial Study/Negative Declaration
- Exhibit C – Site Plan (Sheet C-101) – n/a
- Exhibit D – Sepulveda Boulevard Corridor Guidelines
- Exhibit E – Proposed Sign Plan – n/a
- Exhibit F – Site Lighting and Photometric Plan (Sheet E-100) n/a
- Exhibit G- Applicant's Use Permit/Variance Narrative Findings, Building Design Narrative
- Exhibit H – Kimley-Horn & Associates, Parking Study, dated October 2007
- Exhibit I – Project Plans – (Floor Plans – Sheet A-101, Exterior Elevations – Sheet A-201, Line of Site Sections – Sheet SS-001, Survey - n/a









n/a – not available electronically

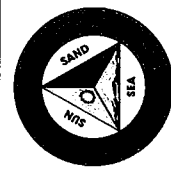
# Vicinity Map

1100 Manhattan Beach Boulevard



## Legend

-  1100 Manhattan Beach Bl
-  Parcels
-  CG - General Commercial
-  CL - Local Commercial
-  RH - Residential High Density
-  RM - Residential Medium Density
-  RS - Residential Single Family
-  RS-D6 - Residential Single Family Design Review



City of Manhattan Beach  
Community Development



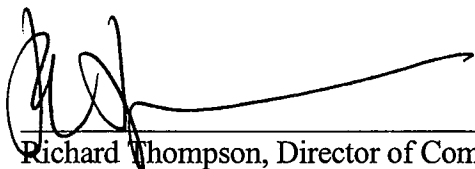
# Exhibit A

**CITY OF MANHATTAN BEACH  
PROPOSED NEGATIVE DECLARATION**

In accordance with the California Environmental Quality Act of 1970, as amended, and the City of Manhattan Beach CEQA Guidelines, the Community Development Department after conducting an Initial Study found that the following project would not have a significant effect on the environment and that possible environmental impacts have been mitigated and has instructed that this Negative Declaration be prepared.

1. **Project Title:** Rite Aid Pharmacy
2. **Project Location:** 1100 Manhattan Beach Boulevard
3. **Project Description:** Demolish an existing gas station with service bays and commercial/retail-office building and construct a 13,370 square foot single story drug store which includes a 1,000 square foot storage/utility area.
4. **Support Findings:** Based upon the Initial Study, which is attached hereto and made a part hereof, it is the finding of the Community Development Department that the above mentioned project is not an action involving any significant environmental effects.

Prepared by the Community Development Department on October 25, 2007



Richard Thompson, Director of Community Development





# ENVIRONMENTAL CHECKLIST FORM

CITY OF MANHATTAN BEACH  
COMMUNITY DEVELOPMENT DEPARTMENT

## PROJECT INFORMATION

Project Title: Rite Aid Pharmacy  
Project Location: 1100 Manhattan Beach Boulevard  
Project Description: Proposed 13,370 square foot retail store which includes a 1,000 square foot storage/utility area on an existing lot which contains a gas station with service bays and commercial/retail-office building located at 1100 Manhattan Beach Boulevard. The project site will contain surface parking and will provide 54 parking spaces. The project is located within the "General Commercial" General Plan area, and is zoned "CG" General Commercial, with Sepulveda Boulevard Development Guidelines. A retail use is permitted in the "CG" zoning district subject to a Use Permit approval.

### 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: RHL Design Gropu, Inc.  
Address: 2401 E. Katella Avenue, Anaheim, Ca. 92806  
Contact: Bob Superneau, (714) 935-0050

Other agencies whose approval is required: Caltrans

## LAND USE DESIGNATIONS

General Plan: General Commercial  
Local Coastal Program: N/A  
Area District: I  
Zoning: CG  
Surrounding Land Uses and Setting: All properties to the north, south, east and west are similarly zoned.

## 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	<input type="checkbox"/>
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*

10/25/2007  
*Date*

Daniel 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 type="checkbox"/> | <input checked="" type="checkbox"/> |
| c. Change in topography or ground surface relief features?   | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" 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 type="checkbox"/> | <input checked="" 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 type="checkbox"/> | <input checked="" type="checkbox"/> |

**DISCUSSION: The subject site is currently occupied by two buildings and paved surface. No significant topography changes other than excavation for the building, which will be located at the northwest portion of the property, therefore changes to the geological substructure, soil, or drainage are not anticipated. The existing subject property is primarily covered with impervious material. Although all of Southern California is identified as a seismically active region, there are no known geologic hazards, including faults, present at the project site.**

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 may result in short-term exhaust emissions from construction vehicles and dust from temporarily exposed soil. However, these short-term effects will be mitigated through soil watering, compliance with applicable South Coast Air Quality Management District regulations, and use of emission sensitive equipment**

Potentially Significant Impact	Potentially Significant Impact Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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practices. Because the site currently contains a gas station removal of the tanks must meet Los Angeles County Public Works and Los Angeles County Fire Department requirements for remediation. The proposed retail use is not anticipated to generate a significant amount of emissions. The 13,367 square foot drug store's emissions will also be incidental compared to the existing gas station use on the site. The propose project is anticipated to produce a parking demand of 43 spaces during peak weekday and peak weeend periods which is sufficient for the 54 spaces proposed. The development is expected to draw employees locally from a housing rich urbanized area resulting in shorter than average vehicle trip environment.

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 type="checkbox"/> | <input checked="" 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:** There is no adjacent body of water that will be affected by the project. The Pacific Ocean will continue to receive storm water run-off without a change or affect on the water body. The proposed project will decrease the amount of impervious ground coverage at the site and therefore will improve absorption rates. Storm water will still flow into local storm drains. Compliance with the Public Works Department's guidelines for refuse bins and drainage shall assist in prevention of any adverse alteration of surface water quality. The project would not result in any significant topographical alterations or increase in run-off at the site and therefore the direction and rate of flow of ground water will remain unchanged. There will no significant demand for water generated by the retail use and therefore, there will 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 flooding conditions at the subject site or in the surrounding area. There are no surface springs in the surrounding area.

4. Plant Life. Will the proposal result in:

	Potentially Significant Impact	Potentially Significantly Impact Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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- |  |                          |                          |                          |                                     |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| 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"/> |
| 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: The existing site contains no native plants or agricultural use. Typical landscaping materials are proposed.**

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: There are no known animals existing at the site, nor are any proposed resulting from the development. There are no identified unique, rare, or endangered species on the site or in the surrounding area. No new species or animals will be introduced by the proposed project. There are no fish or wildlife habitat in the area of the project site.**

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 checked="" type="checkbox"/> | <input type="checkbox"/> |

**DISCUSSION: There will be short-term increase in noise levels during construction of the retail building. This is a short-term impact that is regulated by applicable City codes and ordinances that limit construction hours and levels of noise of construction equipment to a City designated acceptable level. The storage/office area is well contained within the proposed retail building and is not expected to generate any exterior noise. Parking area is provided on the easterly and southerly areas of the property away from the streets and will be buffered from residential property by adjoining buildings. The loading area is provided on the easterly side of the building and is also buffered from easterly residential properties by adjoining commercial buildings. Mechanical equipment will be located at the roof of the structure and noise will be buffered by parapet walls as mechanical units must not exceed the allowable building height.**

Potentially Significant Impact	Potentially Significantly Impact Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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The City's Noise Element shows that the vicinity of Sepulveda Boulevard and Manhattan Beach Boulevard at a noise contour level between 65dbs and 70 dbs. Motor vehicle noise is the primary source of ambient noise levels in the vicinity of the site. The Noise Element "Land Use Compatibility Matrix" identifies retail commercial uses as "normally acceptable" with a 65dbsCNEL. This level is judged compatible with surrounding land uses. Compliance with the City's Noise Ordinance will further insure that the surrounding area is not significantly impacted by noise generated by the project.

7. Light and Glare.

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

**DISCUSSION:** The project would create new light sources (external and internal lighting). Exterior lighting will be proposed and will be required to be directed and shielded to eliminate any glare potential. 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 through required lighting efficiency design. A lighting plan will be submitted for review and approval.

8. Land Use.

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

**DISCUSSION:** The proposed retail use is consistent with the Commercial General zone. The proposal complies with the development standards and land use regulations established in the City's Zoning Code and is consistent with the Goals and Policies of the City's General Plan. Consistency with these documents insures that the proposed project does not represent an incompatible use, nor does it substantially alter the present or planned use of the area.

9. Natural Resources. Will the proposal result in:

- a. Increase in the rate of use of any natural resources?
- b. Substantial depletion of any nonrenewable natural resources?

**DISCUSSION:** The project will not result in the loss of open space and will not utilize significant amounts of non-renewable resources. Other than use of normal construction materials and plantings, no other significant amount of resources will be used as a result of the project. The project would result in an increase of existing water supply, however, the impact of this development is not considered significant since the City's existing water supply can adequately supply this increase.

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, pesti-

	Potentially Significant Impact	Potentially Significantly Impact Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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- cides, chemicals or radiation) in the event of an accident or upset conditions?
- b. Possible interference with an emergency response plan or an emergency evacuation plan?

**DISCUSSION: There is nothing associated with this project that would result in the release of hazardous materials or create a risk of explosion. Additionally, the project will not interfere with emergency response/evacuation plans.**

11. Population.

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

**DISCUSSION: The proposal involves the construction of a retail drug store that would not increase the density or growth rate of human population of the area.**

12. Housing.

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

**DISCUSSION: The proposed project would not affect existing housing units or generate demand for housing. The site has never been designated or intended for residential use, therefore the project does not eliminate any presumed housing opportunities.**

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: 13a,b - The proposed project is a retail drug store, which increases vehicle movement in the area. The vehicle movement creates a demand for new on-site parking spaces and additional movement. However, the project location on a major arterial, would not significantly increase vehicular movements to a point that adversely effects the adjoining streets. The proposed project will utilize two existing driveways on both Sepulveda Boulevard and Manhattan Beach Boulevard. No driveway will be proposed on 11<sup>th</sup> Street which reduces traffic flow to the residential neighborhood to the east of the subject site. Furthermore, the attached**

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projects parking plan analysis from the project traffic consultant indicates that the 54 on-site parking spaces will adequately deal with the parking demand for the proposed use.

The City Traffic Engineer has reviewed parking analysis which concludes that the retail use would generate a peak weekday and peak weekend day parking demand of 28 spaces and 21 spaces, respectively and he concurs with the assessment that 54 of the required parking 39 spaces would accommodate the parking demand. The project improves traffic related design of the existing site by eliminating one driveway on both Sepulveda Boulevard and Manhattan Beach Boulevard. The remaining southerly most driveway on Manhattan Beach Boulevard would be moved to align with the proposed southerly parking area for greater egress/ingress circulation. The overall vehicle and pedestrian circulation design for the project has been reviewed and found to be appropriate for the site.

The traffic associated with site clearance and construction will be short-term. All trucks will be required to use routes to/from the project site approved by the City of Manhattan Beach. Construction activities and construction staging area will located entirely within the project site. Therefore, there will not be any increase in traffic hazards to motorist, bicyclists, or pedestrian during construction.

13c,d - The increase in traffic will occur on existing improved streets and would not significantly alter the present circulation pattern. No aspect of the proposal would impede or create a change to existing patterns of circulation of movement of people or goods. Access to the site and surrounding properties would remain unaffected by the subject proposal.

13e - There are no waterborne, rails, or air traffic trips on or through the site.

13f - Parking access would take place from existing driveways on Sepulveda Boulevard and Manhattan Beach Boulevard with no access on 11<sup>th</sup> Street. Bicycle and pedestrian movement would be maintained with an existing wide sidewalk area on Manhattan Beach Boulevard, Sepulveda Boulevard and 11<sup>th</sup> Street. Once completed, the retail use would not contribute to impacts on traffic hazards to motorist, bicyclists, or pedestrians.

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: 14a - The subject site is already served by the City's public services. It is not anticipated that the new use would require additional Fire Department services.**

Potentially Significant Impact	Potentially Significantly Impact Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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**14b - The subject site is already served by the City's public services. It is not anticipated that the new use would create any additional or new demand for police protection by the Manhattan Beach Police Department.**

**14c - The proposed project would not generate an increase in population nor consequential student population in the City and, therefore, no new schools would be required.**

**14d - The project will not generate an additional demand on recreational facilities.**

**14e - There will be no impact on the maintenance of the road system.**

**14f - 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: 15a - It is not anticipated that the proposed retail use would generate any significant impacts on fuel energy consumption.**

**15b - It is not anticipated that the proposed retail use would generate any significant impacts on existing energy sources or require new energy sources.**

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: 16a - The project would not create a new demand for electricity or natural gas as the site is already served by a power company.**

**16b - Access to communication systems is already provided for by existing communication carriers. Minor routine adjustments to serve the specific tenant may be required later in the project.**

**16c - The site is currently served and would not require a new system.**

	Potentially Significant Impact	Potentially Significantly Impact Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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**16d - The project site is connected to the City's sewer network and has no, in the past, demonstrated any problems with the connection. The new use is not anticipated to create a significant demand upon the existing system.**

**16e - The proposed project replaces an existing gas station and retail/office uses, and therefore it is not anticipated that the proposed development will generate any significant impacts on existing storm water drainage systems.**

**16f - It is not anticipated that the proposed project will generate any significant impacts on existing solid waste and disposal capacities.**

17. Human Health. Will the proposal result in:

- a. Creation of any health hazard or potential health hazard (excluding mental health)?
- b. Exposure of people to potential health hazards?

**DISCUSSION: 17a - No aspect of the proposed project would create, or cause to be created, any potential or actual health hazards.**

**17b - No aspect of the proposed project would create, or cause to be created, any potential or actual exposure to 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?

**DISCUSSION: 18a - No visual corridors or scenic views will be obstructed by the proposed development.**

19. Recreation.

- a. Will the proposal result in an impact upon the quality or quantity of existing recreational opportunities?

**DISCUSSION: 19a - There is nothing associated with the proposed project that would impact the quality or quantity of existing recreation facilities.**

20. Cultural Resources.

- a. Will the proposal result in the alteration of or the destruction of a prehistoric or historic archaeological sites?



	Potentially Significant Impact	Potentially Significantly Impact Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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"/>
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: 20a - There are no local, state, or federally designated archaeological sites in the area of the site.**

**20b - There are no prehistoric or historic buildings, structures, or objects on the site, therefore, there will be no impact.**

**20c. - There are no objects, which represent unique ethnic cultural values o the site, therefore, there will be no impact.**

**20d - No religious or sacred uses currently occupy the site, nor are any proposed, therefore there would be no impact.**

**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"/>

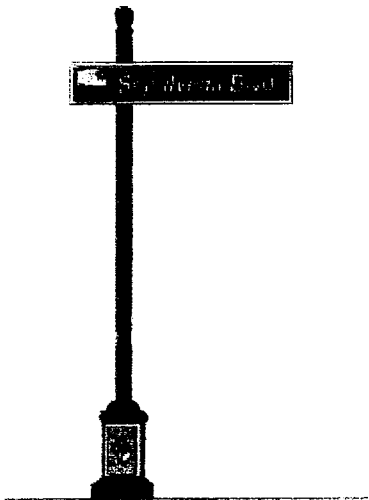
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Potentially Significant Impact	Potentially Significantly Impact Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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**DISCUSSION: 21a,b,c,d - The proposed project does not have the potential to degrade the quality of the physical environment including the reduction of fish and wildlife habitats. The project is located within an urban environment with no known sensitive habitats. The project does not contain short-term goals that are being realized to the disadvantage of long term environmental goals. There are no substantial cumulative impacts associated with the project.**

# SEPULVEDA BOULEVARD DEVELOPMENT GUIDE



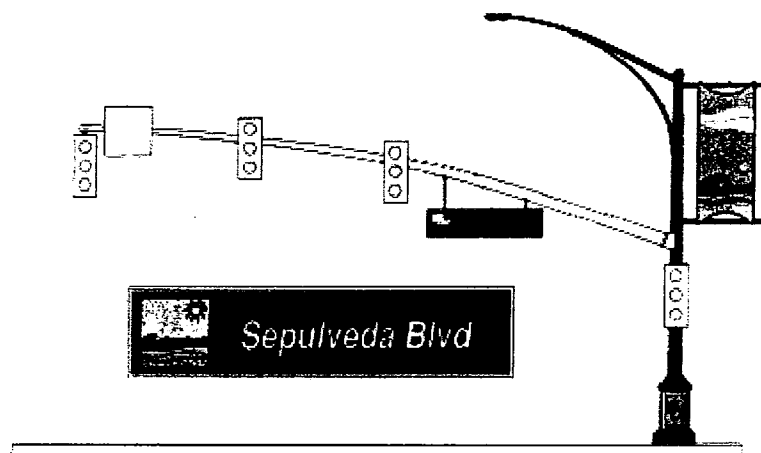
City of Manhattan Beach  
Community Development Department  
1400 Highland Avenue  
310-545-5621  
[www.ci.manhattan-beach.ca.us](http://www.ci.manhattan-beach.ca.us)

Updated: January 27, 1998



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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) 545-5621 extension 277. 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 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 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% result.

### **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
- Moving signs
- Changeable copy signs
- Projecting signs
- 3-Dimensional signs
- Pole signs (if any other freestanding signs)

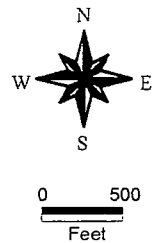
**Sign Programs** are required to be on file for any commercial property with multiple tenants prior to sign permit issuance. A sign program contains general information describing how the site does, and will, comply with sign requirements. An example is available at the Community Development Department.



**SEPULVEDA BOULEVARD  
CITY OF MANHATTAN BEACH**

**ZONING DESIGNATIONS**

-  COMMUNITY COMMERCIAL
-  GENERAL COMMERCIAL
-  SINGLE FAMILY RESIDENTIAL WITH OAK AVENUE COMMERCIAL OVERLAY

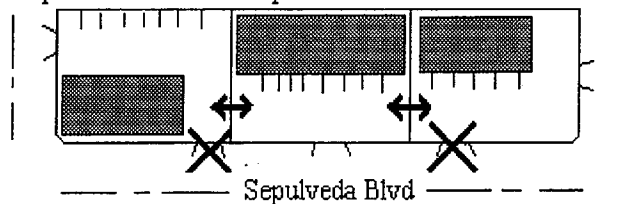


# Sepulveda Boulevard Development Guidelines

## 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

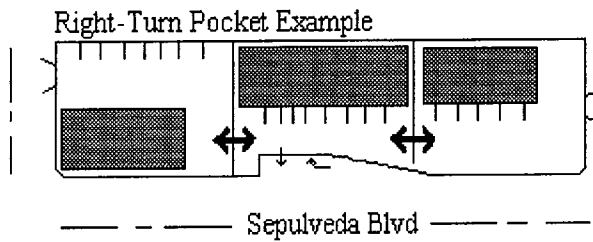


Providing access between parking lots allows two curb cuts to be removed and allows access to each site from three different streets.

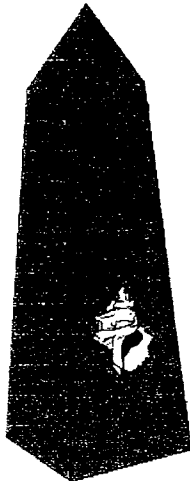


## Right-turn pockets

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.



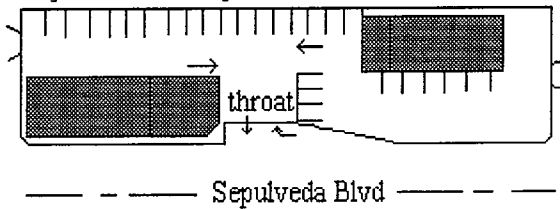
Providing right-turn pocket for Sepulveda driveway allows cars to slow down safely before turning into site without slowing down traffic on street



## 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.

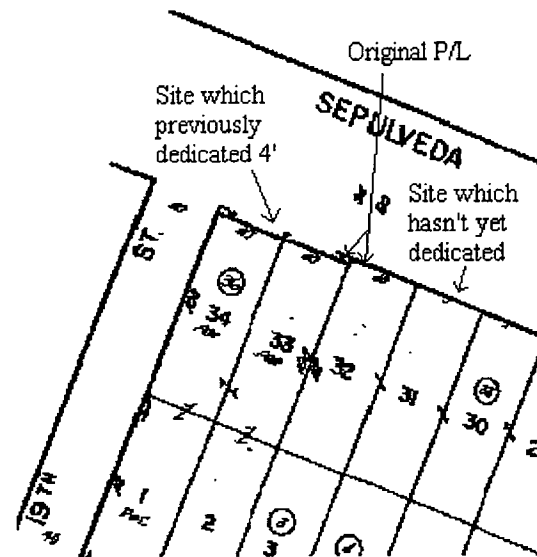
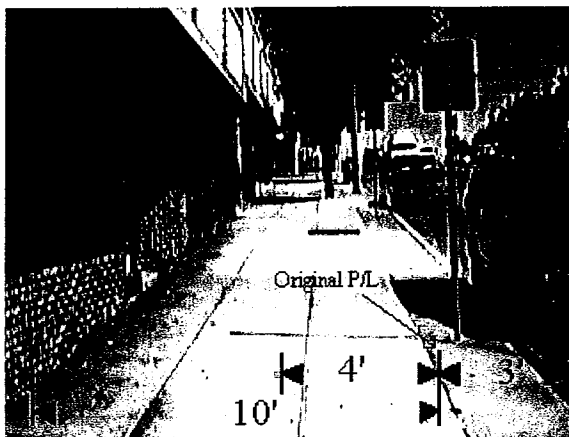
Driveway Throat Example



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

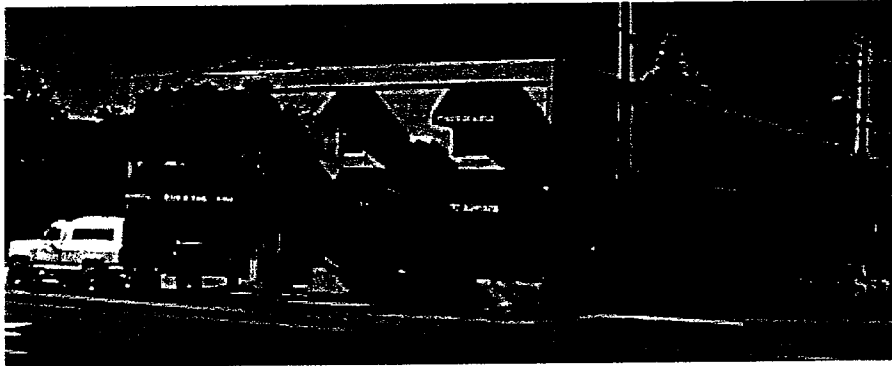
## Sidewalk Dedication

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).



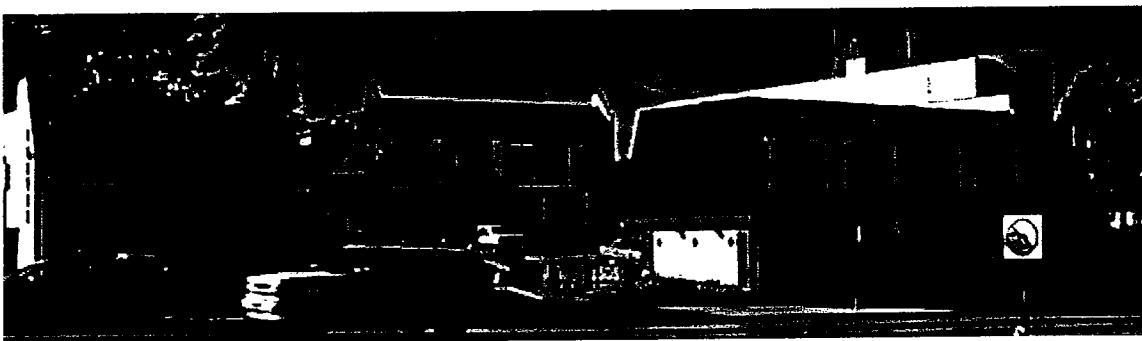
## **Building Orientation**

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

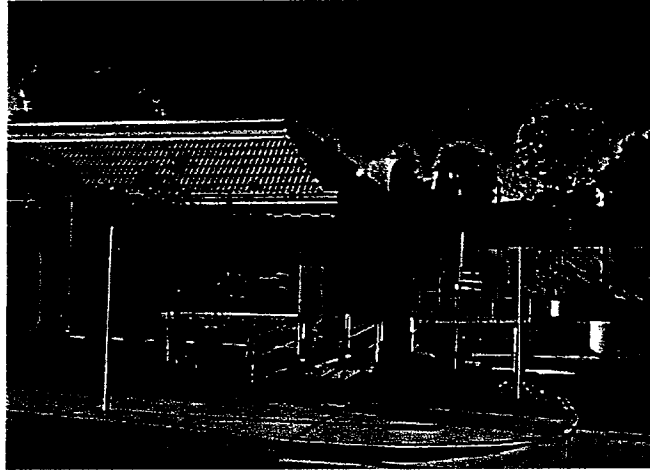


## **Residential Nuisances**

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.

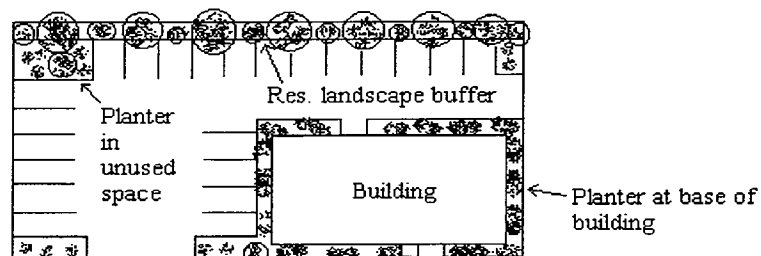


## Landscaping

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.

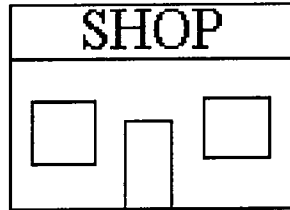
Landscaping Example



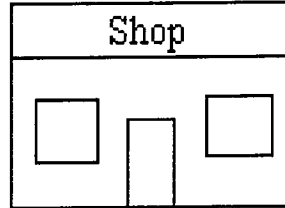
## Signs

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.

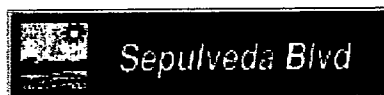
### Sign Example



Sign crowded within background



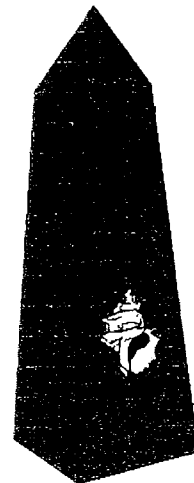
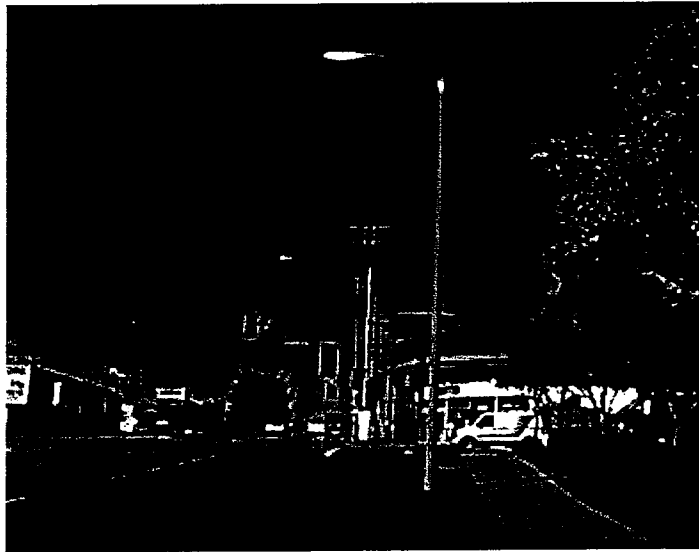
Sign compatible with building and location





## 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.





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 hardships upon, the owner of the property;

- *Per the Sepulveda Boulevard Development Guide, the proposed Rite Aid building is required to be oriented towards the SEC of Sepulveda Blvd. & Manhattan Beach Blvd. The proposed development site has a significant change in grade from north to south, with a difference of approximately 12'. In moving the subject building towards the corner, it places said building on the highest point of the property. As a result, the SBDG requires a grade calculation to determine the elevation of existing grade. In calculating the four corners of the proposed site, the average grade plane is 7'-7" below our proposed finish floor. The City of Manhattan Beach allows for a 20% bldg. variance which only applies below the determined average grade plane. With said calculations, our proposed building could only reach an overall height of 14'-4", which is not sufficient per Rite Aid standards. In order to meet our minimum requirements, we are requesting a variance for an additional 11'-4" in height. This will provide an overall entry height of 25' which appears to be in line with the adjacent Target and Jiffy Lube. To further enhance the subject site and Sepulveda Blvd, the proposed development provides a landscape buffer between the sidewalk and building. We have allowed for a landscape plan to be developed which will correlate with the proposed architectural articulation, materials and colors along Sepulveda Blvd and throughout the subject site.*
- *Currently, the proposed building roof equipment is slightly higher than the proposed parapet height, however, it is situated on the roof far enough away from the perimeter to allow the line of site to naturally screen the equipment. We have provided an analysis (Sheet SS-001) for City of Manhattan Beach to review, which graphically depicts the line of sight.*





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; and

- The proposed Rite Aid building is currently only 5'-0" +/- higher than the existing service station and commercial office building on site. In review of the adjacent properties, the Blockbuster building and the Jiffy Lube appear to be approximately 25' – 27' in height. The goal is not be the tallest building but rather construct a building that can accommodate both the City of Manhattan Beach and Rite Aid while blending with architectural surroundings.
- Relief of the proposed will not impact current views and will be compatible with existing adjacent buildings at the proposed intersection. The average height of the adjacent buildings seem to be inline with the proposed at 25'-0" +/-.

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

- The proposed Rite Aid building will not impact adjacent buildings or views. The overall height is inline with adjacent buildings at the Manhattan Beach Blvd and Sepulveda Blvd intersection and has implemented all design criteria set by the City of Manhattan Beach and *Sepulveda Boulevard Development Guide* to enhance said intersection.



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;
  - *The subject site and proposed building use are in compliance with the current zoning district (CG General Commercial District), which is suitable for the proposed project.*
  - *There is currently an existing gas / service station on the northern end of the subject site & small retail shops on the southern end. Rite Aid plans to purchase the ABC license from an existing liquor store on site.*
  
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;
  - Rite Aid store intends to operate and be maintained consistent with the City of Manhattan Beach, general plan. The proposed Rite Aid store will operate from 7:00 am to 10:00 pm, seven days a week with deliveries once a week during specified hours from the City to not disturb adjacent residential areas or cause a traffic flux.
  - Rite Aid promotes wellness to the community with its products and creates a safe environment through its architecture and design, in order to minimize loitering and other unwelcome behavior.
  
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; and
  - The proposed Rite Aid will meet said provisions; in addition, request the privilege to provide off-site liquor sales to its client base. Liquor sales amount to less than 10% of sales for the proposed store and provide the client base with a one stop shop convenience.



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.

- The proposed Rite Aid will provide the area with a convenience that does not currently exist. There is a limited convenience and clientele within the existing liquor store.
- In addition, the proposed will do away with the hazardous impact the existing gas/service station currently produce.
- The proposed Rite Aid compliments its surrounding neighbors by providing more than just a convenience store.



**Architecture:**

The architectural features of the proposed Rite Aid building are in line with and will complement the surrounding developments at the Sepulveda Boulevard and Manhattan Beach Boulevard intersection. The proposed articulation of the building is complementary to the neighboring Target and Jiffy Lube uses which make up the balance of the developed intersection. The fourth corner of the intersection is yet to be determined. The colors, materials, and undulating exterior surfaces (including the landscaping) will help to reinforce the articulation of the proposed building and coordinate with the other uses at this major intersection.

The building height at the intersection hard corner is approximately 25 foot above finished grade at the street. The proposed building elevations will be visually compatible with the existing neighboring developments. The proposed architecture will enhance the intersection as it includes all design criteria as prescribed by the City of Manhattan Beach and the *Sepulveda Boulevard Development Guide*.

**Energy:**

The store lighting meets or exceeds Title 24 energy requirements. The R-values of ceilings and walls meet California Building Code values of R-30 & R-19. The store operates with energy efficient HVAC units.

**Operations:**

The store's hours of operation will be 7 AM to 10 PM, seven days per week. Each store typically has two shifts, with varying hours. At any given time period throughout a typical day, including seasonal holiday periods, a maximum of 8 to 10 employees are present. This number includes the required staff for the Pharmacy department.

The store will sell a full offering of alcoholic beverages. As a part of this offering, Rite Aid employees are trained in the specific legalities of alcohol sales as prescribed by California State law. To prevent the sale of alcohol to minors, a customer must appear to be 30 years old or older, or provide a valid photo I.D. showing that they are over the age of 21.

Rite Aid stores are licensed for off-premise sale only. All alcohol must be consumed off the property. No open containers are allowed in the store or in the parking lot. It is company policy that staff is made aware of the penalties and fines for selling alcohol to a minor. These include, but are not limited to, disciplinary action or termination, legal citation or ticket, a fine in excess of \$5,000.00, payable by the employee, or the possibility of arrest.



**Deliveries/Loading:**

Rite Aid operational deliveries are twice a week during the hours of 6:00 am to 10:00 am. This timeframe has been developed by Rite Aid as the most conducive to delivery times, as it is considered "off peak" hours for commuters and customers.

Due to the change in elevation on the site, the loading dock location at the south end of the site creates a natural elevation change to enable a 62' truck to enter the site from Sepulveda Boulevard, and to back into the loading area, enabling the truck to exit the site via the Manhattan Beach Boulevard driveway eastbound. The truck will back into the loading dock, where it will be off loaded into the store's receiving area. This operation typically takes approximately an hour. The larger truck deliveries occur at a rate of one truck every three to four days.

Smaller delivery vehicles will park in the loading zone located at the rear of the site by the trash enclosure. Merchandise from these trucks will be off loaded by hand cart and delivered into the store via the sidewalk located along the east side of the building.

**Public Transportation**

Per the request of the City, contact was made with MTA in regard to the closure of the western most driveway, east of Sepulveda Boulevard. Per Pete Serdienenis of the Metro Transportation Authority, they do not foresee any bus operational issues with this closure, as long as there is a minimum of an 8 foot wide sidewalk the entire length of the bus zone.



**TRIP GENERATION ANALYSIS FOR  
RITE AID PHARMACY  
IN THE CITY OF MANHATTAN BEACH**

**INTRODUCTION**

This report has been prepared to address the traffic generation concerns associated with a proposed Rite Aid Pharmacy in the City of Manhattan Beach. The proposed Rite Aid is located at the southeast corner of Manhattan Beach Boulevard and Sepulveda Boulevard in the City of Manhattan Beach. The project address is 1100 Manhattan Beach Boulevard. The site is comprised of four separate parcels and is currently occupied by a gas station/service station with 12 fueling positions, a liquor store, a fitness facility, and a three-story office building.

Rite Aid Pharmacy is proposing to demolish the existing gas station and commercial buildings and construct a new 13,396 square-foot pharmacy on the site. The City of Manhattan Beach is requiring an analysis to determine the potential change in traffic due to the change in land use. **Figure 1** shows the vicinity of the project site. **Figure 2** shows the proposed site plan.

**EXISTING USES**

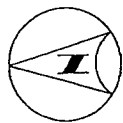
Kimley-Horn and Associates, Inc. visited the project site to observe the existing site uses, confirm current tenant status, and measure existing building sizes. All buildings were occupied and conducting regular business. Existing tenants and the estimated size of each suite in the subject buildings are listed below.

<b>Business Name</b>	<b>Business Type</b>	<b>Size of Suite</b>
Manhattan Beach Fuel	Gas Station	12 Fueling Stations
Mr. D's Liquor Mart	Convenience Market	2,450 square feet <sup>(1)</sup>
Peak Fitness	Health/Fitness Club	1,500 square feet <sup>(1)</sup>
Various offices	General Office	5,300 square feet <sup>(1)</sup>
<b>TOTAL</b>		<b>9,250 square feet <sup>(1)</sup> + 12 fueling stations</b>

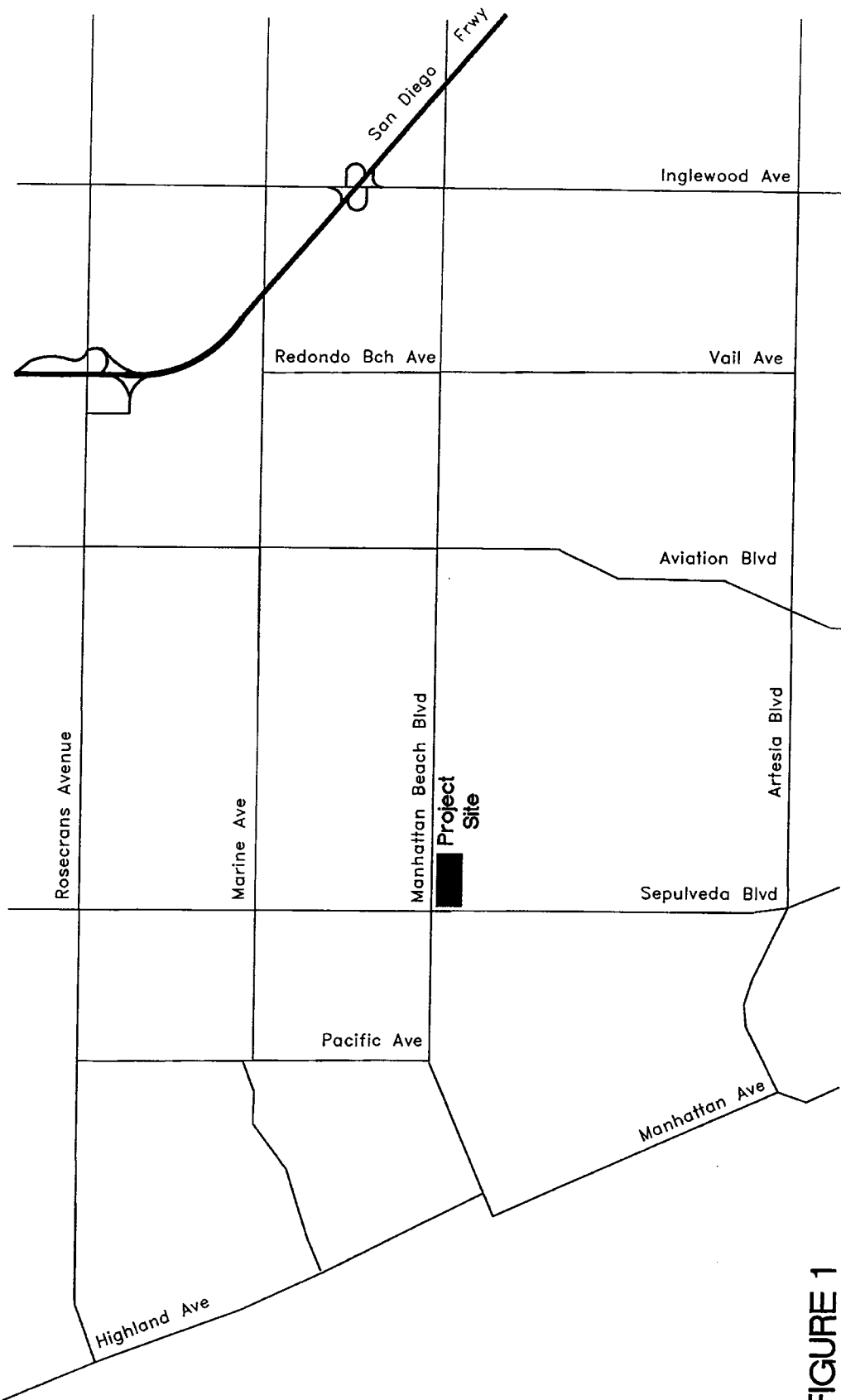
<sup>(1)</sup> Estimated building sizes based on field measurements. Exact square footages unavailable.

**PROPOSED USE**

Rite Aid Pharmacy is proposing to build a 13,396 square-foot Rite Aid Pharmacy store on the site. The building will have 11,038 square feet on the sales floor, 792 square feet of pharmacy, 886 square feet on the mezzanine, restrooms, an employee lounge, and other various rooms within the building.



NOT TO SCALE

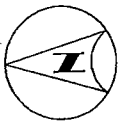


**FIGURE 1  
VICINITY MAP**

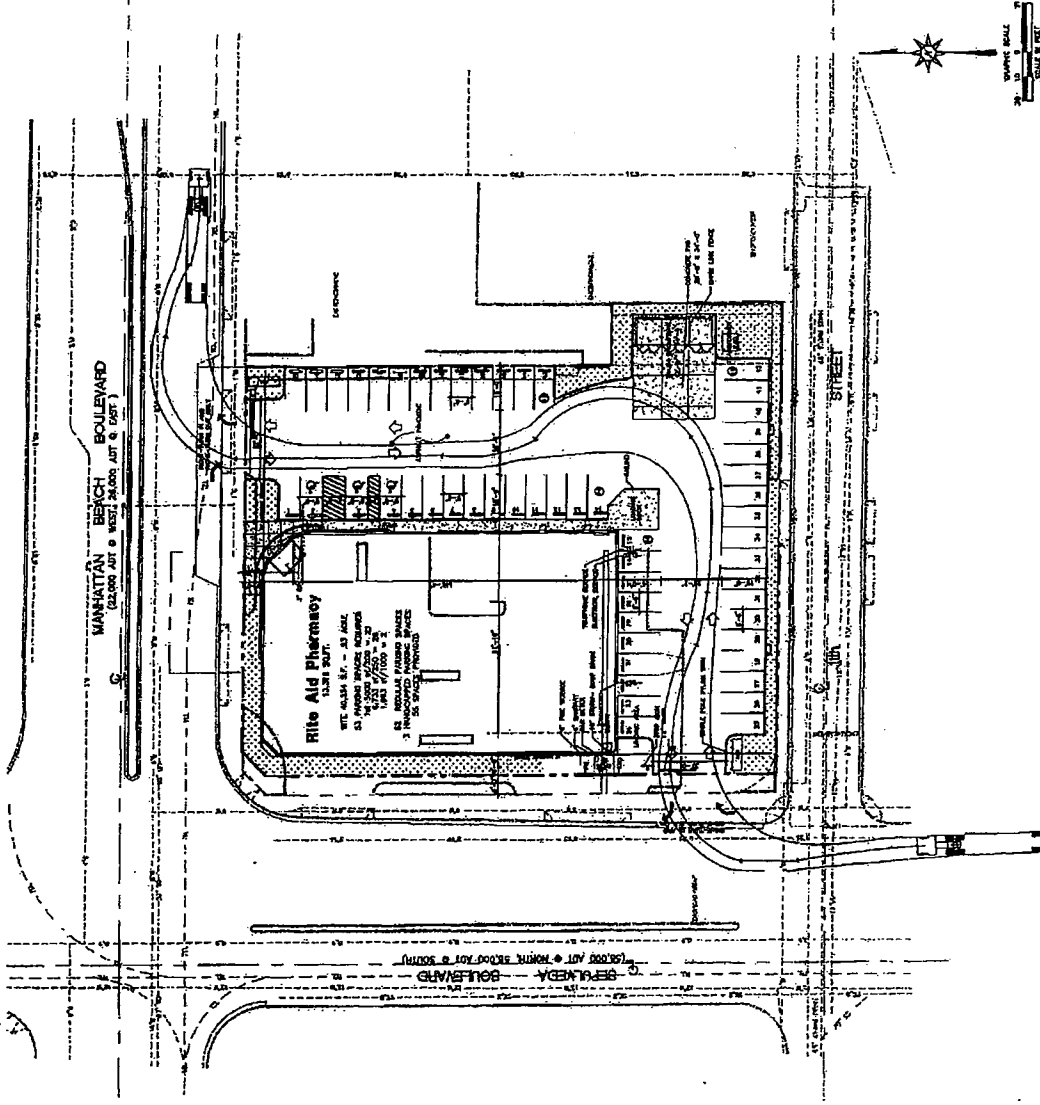


Kimley-Horn and Associates, Inc.

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NOT TO SCALE



# FIGURE 2 PROJECT SITE PLAN



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## TRIP GENERATION

Daily, morning and evening peak hour trips were estimated for the existing uses and for the proposed Rite Aid project using trip generation rates from the ITE publication entitled Trip Generation, 7<sup>th</sup> Edition. The morning and evening peak hours correspond to the peak hours of the adjacent street system.

**Table 1** shows the trip generation rates used for this analysis and calculates trip generation for the existing uses and the proposed Rite Aid Pharmacy. Table 1 also shows the net difference in traffic generation between the existing uses and the proposed use.

The existing site is comprised of four separate uses. Manhattan Beach Fuel (MBF) is a gas station with 12 fueling stations and 4 service bays. Mr. D's Liquor Mart, a convenience market that is not open 24 hours, is located at the southeast quadrant of the site. It is estimated to be 2450 square feet. A fitness club, Peak Fitness, is located adjacent to the convenience market and is estimated to contain 1,500 square feet. A three-story office building is located at the southwest quadrant of the site. The bottom level of the building is used parking, and offices occupy the top two levels. The office building is estimated have 5,300 square feet. As shown in Table 1, the existing uses is estimated to generate 3,355 daily trips, with 231 trips in the AM peak hour, and 265 trips in the PM peak hour.

For the proposed Rite Aid Pharmacy, ITE Land Use Category 880, Pharmacy/Drug Store without Drive-Through, was used for the daily and peak hour trip estimates. The ITE trip rates were applied to the building square footage of 13,396 square feet. Based on the ITE trip generation rates, the pharmacy is estimated to generate 1,206 trips per day, with 43 in the morning peak hour, and 113 in the evening peak hour.

A review of Table 1 shows that the conversion of the existing gas station / commercial buildings to a Rite Aid Pharmacy is estimated to result in approximately 2,149 fewer trips per day, 188 fewer trips in the morning peak hour, and 152 fewer trips in the evening peak hour.

## CONCLUSION

This trip generation analysis has found that the proposed Rite Aid project would generate fewer vehicular trips on a daily, morning and evening peak hour basis than the existing gas station/retail/office uses.

**Table 1**  
**Rite Aid Pharmacy, Manhattan Beach**  
**Summary of Project Trip Generation**

Land Use	ITE Code	Unit	Qty	Trip Generation Rates						Project Trip Generation							
				AM Peak			Daily	PM Peak			AM Peak			Daily	PM Peak		
				Total	In	Out		Total	In	Out	Total	In	Out		Total	In	Out
<b>Existing Uses</b>																	
Gas Station / Service Station	944	Fueling Stations	12	168.56	12.07	6.04	6.04	13.86	6.93	6.93	2023	145	72	72	166	83	83
General Office <sup>(1)</sup>	710	KSF	5.3	11.01	1.55	1.36	0.19	1.49	0.25	1.24	58	8	7	1	8	1	7
Convenience Market (Open 15-16 Hours) <sup>(1)(2)</sup>	852	KSF	2.45	500	31.02	15.51	15.51	34.57	16.94	17.63	1,225	76	38	38	85	42	43
Health/Fitness Club <sup>(1)</sup>	492	KSF	1.5	32.93	1.21	0.51	0.70	4.05	2.07	1.98	49	2	1	1	6	3	3
<b>Sub-Total</b>											<b>3,355</b>	<b>231</b>	<b>119</b>	<b>112</b>	<b>265</b>	<b>130</b>	<b>136</b>
<b>Proposed Use</b>																	
Rite Aid Pharmacy	880	KSF	13.396	90.06	3.20	1.89	1.31	8.42	4.21	4.21	1,206	43	25	18	113	56	56
<b>Sub-Total</b>											<b>1,206</b>	<b>43</b>	<b>25</b>	<b>18</b>	<b>113</b>	<b>56</b>	<b>56</b>
<b>NET TRIP INCREASE</b>											<b>-2,149</b>	<b>-188</b>	<b>-94</b>	<b>-94</b>	<b>-152</b>	<b>-74</b>	<b>-80</b>

Source: Institute of Transportation Engineers (ITE) Trip Generation (7th Edition)

(1) Estimated building size based on field measurements. Exact square footages unavailable.

(2) Daily trip rate for Land Use 852 is unavailable from ITE. The daily trip generation for the convenience market is from San Diego Associated Government (SANDAG) Brief Guide of Vehicular Traffic Generation Rates (April 2002)