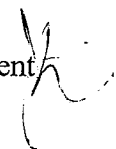
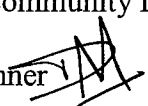


**CITY OF MANHATTAN BEACH
DEPARTMENT OF COMMUNITY DEVELOPMENT**

TO: Planning Commission

FROM: Richard Thompson, Director of Community Development 

BY: Daniel A. Moreno, Associate Planner 

DATE: April 23, 2008

SUBJECT: Consideration of a Use Permit Application for a Retail Drug Store, with Drive-Thru Pharmacy, Located at 2400 Sepulveda Boulevard (Walgreens)

RECOMMENDATION

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

APPLICANT/AGENT

Sharon L. Douglas
2058 N. Mills Avenue
Claremont, Ca. 91711

BACKGROUND

The subject site, which is located at the northeast corner of Sepulveda Boulevard and 22nd Street, is presently improved with a vacant one-story supermarket building (formerly Smiths, Lucky and Albertsons). The project proposal consists of the demolition of all existing improvements and construction of a 14,820 square foot retail pharmacy, with drive-thru service operating 24-hour a day, 7-days a week. No alcohol service is proposed for this retail store.

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, a Use Permit approval is required.

PROJECT OVERVIEW

LOCATION

Location: 2400 Sepulveda Boulevard located at the northeast corner of Sepulveda Boulevard and Manhattan Beach Boulevard (see Site Location Map, Exhibit A)

Legal Description: Partition Map Showing Property formerly of Redondo Land Company, Lot 6, Sec. 19T, 3S, R.14W.

Area District: II (Sepulveda Corridor)

LAND USE

General Plan: General Commercial

Zoning: CG, General Commercial

Land Use: **Existing** 23,250 sq. ft.
(vacant market) **Proposed** 14,820 sq. ft.

Neighboring Zoning/Land Uses:
North, CG, General Commercial
(Red Carpet Car Wash)
East, RS, Residential Single Family
(One and two-story single family homes)
South, across 22nd Street CG, General Commercial
(Vacant Blockbuster Bldg.)
West, across Sep. Blvd. CG, General Commercial
(Mixed Use Commercial)

PROJECT DETAILS

Parcel Size: **Proposed** 69,260 sq. ft.
(1.59 acres) **Allowed/Required** 5,000 sq. ft. min.

Building Area: **Proposed** 14,820 sq. ft.
(.14) **Allowed/Required** 103,890 sq. ft.
(lot area x1.5)

Building Height: 71.18'* 71.18'

Parking: 79 spaces
(75 standard 8.5' x 18')
(no compact) 64 spaces
(4 disabled access)

	<u>Proposed</u>	<u>Allowed/Required</u>
<u>Building Setbacks:</u>		
North,	84'	0'
East,	77'	0'
South,	39'	0'
West,	72'	0'
<u>Landscape Area:</u>	10,660 sq. ft. (10% of lot area)	5,541 sq. ft. (8% of lot area)
<u>Vehicle Access:</u>	1 - Sepulveda Blvd. 1 - 22nd Street	n/a
<u>Signage:</u>	519 sq. ft.	520 sq. ft.
<u>Hours of Operation:</u>		
Retail Store/Pharmacy	24-hours (7-days)	Permitted by Code
Drive-Thru	24-hours (7-days)	Permitted by Code

* The maximum allowable building height elevation was calculated using the four corner elevations of the property. Maximum building height of 71.18 is the average of 49.26' (N/W), 59.26' (N/E), 36.58 (S/W average of 37.04/36.12) and 51.61' (S/E average of 53.09/50.12). 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 shows the proposed building to be located at the center of the property. Walgreens Pharmacy is seeking approval to bring a new, state-of-the-art, full service retail 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 site is located along the Sepulveda Commercial Corridor on the northeast corner of Sepulveda Boulevard and 22nd Street and bordered by Cedar Avenue to the east. This lot is zoned (CG) General Commercial and is consistent with areas' General Plan designation of "General Commercial" which allows a retail use. The project as proposed complies with all zoning requirements.

The properties to the north, south and west are similarly zoned (CG) General Commercial. The properties to the east across Cedar Avenue are zoned (RS) Single Family Residential. The property to the north is developed with the Red Carpet Car Wash; the property to the south (across 22nd Street) is currently occupied by the vacant Blockbuster Building; and to the west (across Sepulveda Boulevard) is a mixed-use commercial center.

Sepulveda Corridor Guidelines

The Guidelines are intended to encourage certain desirable elements to be included within development projects on the Sepulveda Boulevard Corridor. They are to be used as a supplement to the City Zoning Code requirements during the discretionary review process. The Planning Commission “may” decide if any of the guidelines are unnecessary or inappropriate for incorporation within a certain project.

The “Building Orientation” guideline recommends that buildings, storefronts, and windows should be oriented towards Sepulveda Boulevard, “when possible”. 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 be less prominent as viewed from Sepulveda Boulevard.

The applicant has made substantial efforts to address the Sepulveda Boulevard Development Guidelines (attached, Exhibit D). However, due to the proposed floor plan, the building would be located at the center of the property when the guidelines recommend, when possible, that the building/store frontages be oriented toward Sepulveda, as opposed to vehicle dominated frontages. A pedestrian entry path is provided from the sidewalk on both Sepulveda Boulevard and 22nd Street (see attached site plan).

Although the proposed structure is located at the center of the property, the building storefront, window and pedestrian entrance will be oriented towards Sepulveda Boulevard on the northwest corner of the building. This is also due in part as the proposed drive-thru pharmacy would be located at the southeast corner of the building. The trash/recycle area will be located at the rear of the building.

Building Location/Orientation

The subject site has a severe change in elevation (as much as 20-feet) from the northeast corner to the sidewalk at the southwest corner and therefore creates a constraint on the placement of the structure. Additionally, the topography dictates the location of the driveway approaches as they are located at the most level areas of the site.

During the many discussions with staff, several building layouts were considered by the applicant to address safe pedestrian access, allows for a design which meets requirements for site drainage, provides efficient and safe vehicular circulation and provides a building which through proper placement and enhanced landscaping does not appear imposing along Sepulveda Boulevard.

The following is a summary of the analysis of different building placements reviewed by the applicant and City Staff:

Building Location - Site Plan #1 (Exhibit E) – building located at the southwest corner of the site adjacent to Sepulveda Boulevard with the drive-thru window located to the rear (easterly side of building).

1. Due to the height of the grade at the southwest corner of the property, the structures appearance would be very imposing as viewed from the Sepulveda Boulevard – a condition very similar to the issue raised with the southerly wall of the proposed Rite Aid retail store located at 1100 Manhattan Beach Boulevard.
2. Congestion and potential unsafe conditions would be created for pedestrians and vehicles as the storefront entrance would be located at the northwest portion of the building.
3. Proper drainage would not be as desirable with this configuration as water needs to flow and filter across as much pervious area of the site.

Building Location - Site Plan #2 (Exhibit E) – building located more centrally but still adjacent to Sepulveda Boulevard with the drive-thru window located at the front of the building.

1. This building location removes the front door from Sepulveda Boulevard and places it at the northeast corner of the building which is contrary to the Sepulveda Corridor Guidelines which recommends that the building storefront be oriented towards Sepulveda Boulevard.
2. The drive-thru window would be located at the front of the building which is not a desirable location and goes against the Sepulveda Corridor Guidelines which recommends that safe access to buildings should be provided through parking lots, particularly from public sidewalks.

Building Location - Site Plan #3 (Exhibit E) – building located at the center of the property with the drive-thru window located at the southerly side of the building (applicant's proposed location). Staff supports this proposed location for the following reasons:

1. Although the building would not be located at the front of the property the storefront would be oriented towards the front as recommended by the Sepulveda Boulevard Guidelines.
2. The placement of the building allows for a design that focuses on, and directly relates to the street thus creating a more attractive, comfortable, and interesting environment for the boulevard.
3. The proposed building layout proposes a parking area that is functionally divided on the site. The proposed layout does not propose placing all the parking in the front nor does it propose a parking structure along Sepulveda Boulevard.

4. The delivery loading/trash storage area would be located at the rear of the building (east side) which is a less prominent location as recommended by the Sepulveda Boulevard Guidelines.
5. Because the customer entry area would be located at the northwest corner of the building, the placement of the building would provide a greater noise buffer to the residential properties to the east as recommended by the Sepulveda Corridor Guidelines.
6. Safe pedestrian access to the site, as recommended by the Sepulveda Boulevard Guidelines, would be provided through the parking areas from public sidewalks. Two pedestrian ramps would provide access to the front entry doors from Sepulveda Boulevard and 22nd Street.
7. A tree-lined landscape buffer, as recommended by the Sepulveda Corridor Guidelines, would be provided along residential boundaries to the east which reduces extreme noise levels.

Staff believes that the placement of the building at the center of the property for the subject site is the optimal location as it promotes a safer pedestrian entrance, site drainage, site circulation and visual presence in scale with the surrounding buildings, which effectively addresses the intent of the Sepulveda Corridor Guidelines.

Landscaping

Municipal Code Section 10.16.030, Minimum Site Landscaping, requires that a minimum of 8% of planting area or 5,541 square feet be provided for the site based on the lot area of 69,260 square feet. Based on the property layout, 10,660 (15%) square feet of dedicated landscape area will be provided (see landscape Plan, Sheet L0.1) 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 15-33-foot perimeter landscape area buffer along the westerly property line (adjacent to Sepulveda Boulevard) including the driveway entrance at the southwest corner; 9-feet on the northerly and easterly property lines; and 7'-9" 22' buffer along the southerly property line and driveway entrance (See attached Landscape Plan, Sheet L0.1).

Signage

Pursuant to the Sign Code, the amount of signage allowed for the subject property is based on two square feet per one linear foot of the longest property frontage. In this case, the property frontage is 260-feet in length along 22nd Street; therefore 520-square feet of signage would be permitted.

The applicant has provided staff with a sign program for the site, which includes 519 square feet of primary and secondary signage on the north, south and westerly sides of the building including the retention of the existing pylon sign (see attached plan, Sign Program, Exhibit F). All business identification signs must obtain review and approval by the Community Development Department prior to issuance of a building permit.

Parking Lot Lighting

Pursuant to MBMC Section 10.64.170, Lighting, the regulations are intended to ensure that adequate lighting is provided for personal and traffic safety, to protect nearby residential uses from undue glare and to ensure that the existing low-scale pedestrian friendly character of commercial areas is maintained. Additionally, outdoor parking area lighting 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 50' to the east. The submitted lighting and photometric plan (Exhibit G) shows that eight light poles will be located within the parking area. Three light poles (double fixtures) will be located along the northerly property line; three light poles (double fixtures) adjacent to Sepulveda Boulevard; and two light poles (single fixture) adjacent to the easterly property line. The photometric plans shows that the illumination levels from these poles will average from 0.6 – 11.40 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/Trash-Recycling

Walgreens 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. Walgreens proposes to operate 24-hours a day (7) days a week which includes the drive-thru pharmacy.

Due to the building location, the loading area would be located at the east side of the building, between two trash compactor areas, which creates a natural elevation change to enable large trucks to enter the site from Sepulveda Boulevard, and to back into the loading area. After unloading the truck would exist via the 22nd Street driveway westbound on Sepulveda Boulevard.

The applicant has indicated in the project narrative (attached, Exhibit H) that operational deliveries would take place during daytime hours. The corporate truck would deliver once a week while other trucks would deliver twice a week also during daytime hours. Walgreens will require that all vendors use the delivery doors at the rear of the building and not the front doors. Should the project be approved, as with other similar projects, the deliveries hours shall be prohibited between the hours of 7:00 p.m. and 7:00 a.m.

Walgreens does not utilize a “loading dock” rather deliveries are done via a roll-up door at the back of the building. Staff, however, has a concern that once the trucks back up against the building, it would extend into the parking aisle and impede parking and on-site traffic circulation. At tonight’s meeting, the applicant will provide information of what time of the day the deliveries will take place and how they will handle traffic circulation.

Building Height

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 49.18’ elevation. Therefore, with the average property corner elevation of 49.18 plus 22 feet of height limit, the proposed building is limited to a 71.18’ height elevation. The submitted elevation plans shows that the proposed building will be designed at the maximum allowable height elevation of 71.18’ (see attached elevation plans, sheet A2.1).

The height of the proposed building would be 11.98’ – 20.68’ above the adjacent roadway directly to the east (Cedar Avenue). All of the proposed mechanical equipment would be located on the rooftop below the parapet wall and screened from the residential properties to the east (see attached section plans, sheet A2.2). No information has been provided by the applicant that compares the proposed building height to the surrounding buildings.

Building Design

The proposed building design is customized for this site and for the City of Manhattan Beach. The elevations are articulated with a parapet design not only to keep the building within the maximum allowable building height, but to fit the scale and the context of the surrounding buildings. The building exterior is designed with the use of varied material to reduce the massing of the building. However, these materials are also complementary which allows the building to be cohesive and unified.

The proposed exterior finishes include stucco, masonry and stone with neutral color schemes. Windows provide natural light to the interior primarily at the north and west elevations (see elevation plans, Sheet A2.1). Where vision glazing is not appropriate the rhythm of windows is continued by the use of show windows primarily at the east and south elevations.

The overall building height has been kept within the allowable building height and still maintains a 13-foot ceiling height on the sales floor while providing screening for the roof top mechanical equipment.

The applicant will provide colored elevations for review by the Planning Commission at tonight’s meeting.

Drive-up Window

The pick-up window, which is located on the southeast corner of the building adjacent to 22nd Street, will be for drop-off and pick-up of prescription only. The pick-up window will be easily accessible from Sepulveda Boulevard and 22nd Street by entering on the northwest portion of the parking area and traveling counter clockwise to the pick-up window. There are four other existing retail pharmacy uses located in the City, and the proposed Walgreens store would have the only pick-up window.

It is Walgreens experience that the daily average customer usage is 4-5 cars per hour. Peak time use is generally 7:00 a.m. – 9:00 a.m. and 4:00 p.m. – 6:00 p.m. and generates approximately 7-9 cars per hour. Any queuing is rarely more than 2 vehicles but can easily accommodate many more vehicles due to the length of the queuing lanes. Late night/early morning use is infrequent but necessary for those in need of emergency or pain medications.

Communication from the pharmacist to the customer is via a device similar to that used by banks with the exception that the sound level is regulated by federal law (i.e. Health Insurance Portability and Accounting Act [HIPPA] which requires confidentiality of communication between pharmacist and customer.

Parking/Traffic Circulation:

The applicant proposes to provide 75 standard parking spaces and 4 disabled access spaces for a total of 79 spaces (no compact spaces). The project provides a 14,820 square foot one-story retail store with drive-thru window. 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 therefore is required to provide 64 on-site parking spaces ($5,000/200 = 25$ spaces; $9,820/250 = 39$ spaces, for a total of 64 spaces).

Vehicle access to the site will be provided via two existing driveways, one on Sepulveda Boulevard and one on 22nd Street.

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 in accordance with CEQA (California Quality Act), CMP (Congestion Management Plan) and city guidelines. This analysis, prepared by Associated Transportation Engineers dated 10/31/07 (attached, Exhibit I) 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 Walgreens development is expected to generate approximately 1,046 daily vehicle trips and 102 vehicle trips in the PM peak hour. 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 were acceptable.

Walgreens would typically employ 40 staff members per store and 8-10 employees per shift. Should the project be approved the employees would be required to park on-site.

Use Permit Findings

MBMC Section 10.84.060 of the Manhattan Beach Zoning Code provides the findings that are necessary to approve a Use Permit. Staff believes all findings can be met as follows:

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 proposed project is located within the (CG) General Commercial district. The proposed would replace a vacant supermarket and the business is in accord with the objectives of this title, and the purpose of the district in which it is located since the project is a commercial zone consistent with Section 10.16.010 of the Manhattan Beach Zoning Code which states that the district is intended to provide opportunities for commercial retail uses for a full range of retail and service businesses.

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 on the proposed project site or 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.*

The proposed one-story retail building poses no detrimental effects to the public health, safety, or welfare of persons residing or working on the proposed project site, or to the adjacent or neighborhood; and will not be detrimental to properties or improvements in the vicinity or to the general welfare of the city as the site continues to operate as a commercial retail use. The new use is intended to provide a better variety of product and services to the community.

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

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

Goal LU-6.1: Support and encourage small businesses throughout the City.

Goal LU-6/2: Encourage a diverse mix of businesses that support the local tax base, are beneficial to residents, and support the economic needs of the community.

Goal LU-6.3: Recognize the need for a variety of commercial development types and designate areas appropriate for each. Encourage development proposals that meet the intent of these designations.

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

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

The proposed retail use on an existing commercial site will be in compliance with applicable provisions of the (CG) General Commercial zone, and the required notice, hearing and findings for the Use Permit.

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 existing site has historically been used as a retail use and the proposed retail pharmacy use will not adversely impact nearby properties. The proposed change from a supermarket to a pharmacy retail use will require a slight increase to the parking demand in the General Commercial zone however it will be accommodated as part of the proposed use. It is not anticipated that the proposed retail use will exceed the capacity of public services and facilities. The Building Division is not opposed to approval of subject request provided that they adhere to all disabled parking requirements and path of travel access, and that restroom compliance is met with current applicable Codes. Staff has received minor comments from other department but those issues raised are concerns that can be handled as regular building plan check items.

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.

Back in December 2007, the applicant sent a notice and scheduled a meeting with the neighbors to discuss the proposed building. The applicant advised staff that only one couple attended the meeting and were in support of the proposal.

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).

Sepulveda Boulevard Corridor Guidelines

2. Determine whether the proposed building design and visual impact is appropriate and consistent with the Sepulveda Corridor Development Guidelines which encourages the building, storefronts and windows to be oriented towards Sepulveda Boulevard.

Other

3. Determine if the proposed loading area is appropriate for the proposed development.
4. Approve the Initial Study and Negative Declaration of Environmental Impacts.
5. Require that the project include environment practices in the development of the site.

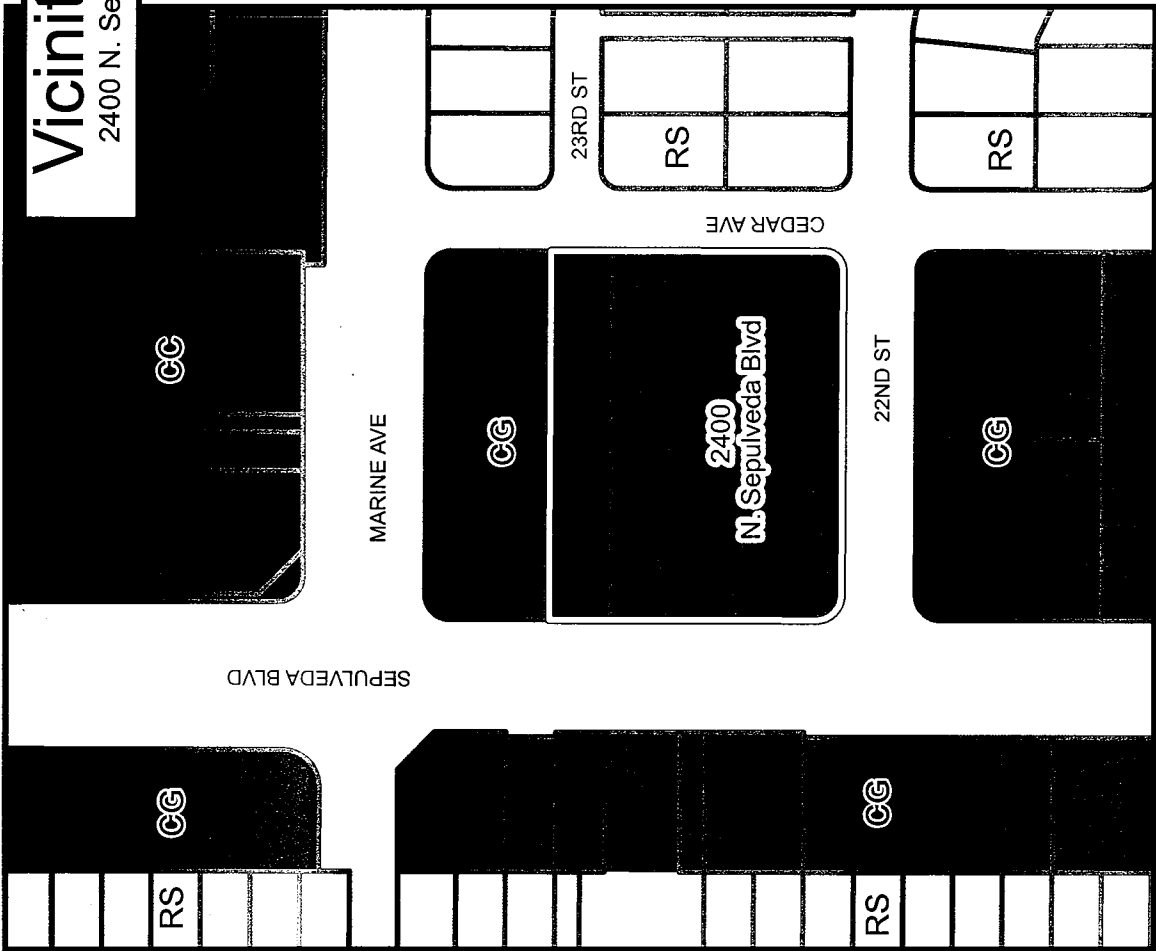
Attachments:

- Exhibit A – Site location Map
- Exhibit B – Initial Study/Negative Declaration
- Exhibit C – Sepulveda Boulevard Corridor Guidelines
- Exhibit D – Building Location Exhibits
- Exhibit E – Proposed Sign Plan – n/a
- Exhibit F – Site Lighting and Photometric Plan (Sheet ~~E-100~~ ^{DAG}) n/a
- Exhibit G- Applicant's Use Permit Narrative Findings, Building Design Narrative
- Exhibit H – Associated Transportation Engineers, Parking Study, dated October, 31, 2007
- Exhibit I – Project Plans - n/a






n/a – not available electronically

Vicinity Map

2400 N. Sepulveda Blvd



Legend

-  2400 N. Sepulveda Blvd
-  Parcels
- Zoning**
-  RS - Residential Single Family
-  CG - General Commercial
-  CC - Community Commercial

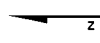
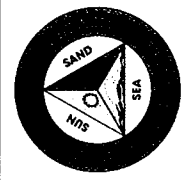


Exhibit A



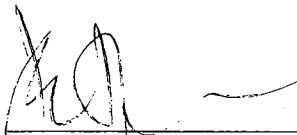
City of Manhattan Beach
Community Development

**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:** Walgreens Retail Pharmacy
2. **Project Location:** 2400 Sepulveda Boulevard
3. **Project Description:** Demolition of an existing vacant one-story supermarket building and construction of a 14,820 square foot one-story retail drug store with drive-thru pharmacy and 24-hour operation with no proposed alcohol sales.
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 April 1, 2008



Richard Thompson, Director of Community Development

**EXHIBIT
B**



ENVIRONMENTAL CHECKLIST FORM

CITY OF MANHATTAN BEACH
COMMUNITY DEVELOPMENT DEPARTMENT

PROJECT INFORMATION

Project Title: Walgreens Retail Pharmacy
 Project Location: 2400 Sepulveda Boulevard
 Project Description: Proposed 14,820 square foot one-story retail store on an existing lot which contains an abandoned retail store located at 2400 Sepulveda Boulevard. The project site will contain surface parking and will provide 79 full-size 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: Sharon L. Douglas, applicants agent
 Address: 2058 N. Mills Avenue, Claremont, Ca. 91711
 Contact: Same as above

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 and west are similarly zoned. Properties to the east are zoned single-family residential.

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:

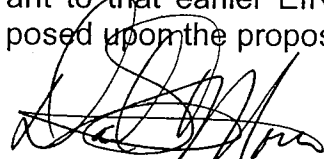
I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.

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

4/1/2008

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
--------------------------------	---	------------------------------	-----------

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 a vacant one-story supermarket retail building and paved surface. No significant topography changes other than minimal excavation for the building, which is proposed to be located at the center 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 Significantly Impact Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
--	--------------------------------	---	------------------------------	-----------

practices. The proposed retail use is not anticipated to generate a significant amount of emissions. The 14,820 square foot retail drug store's emissions will also be incidental compared to the existing retail use on the site. The proposed project is anticipated to generate 1,046 average daily trips, 31 a.m. peak hour, and 102 p.m. peak hour primary trips. and the proposed 79 parking spaces is sufficient for the proposed development. 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
--	--------------------------------	---	------------------------------	-----------

- | | | | | |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| 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 north, east and west areas of the property away from the streets and will be buffered from residential properties to the east by a substantial sloped landscape berm which minimizes noise levels. The loading area is also provided on the easterly side of the building and is also buffered from easterly residential properties by the same landscaped berm. 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
--------------------------------	---	------------------------------	-----------

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. The project will be required to incorporate sustainable building components in the building and site design. 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
--	--------------------------------	---	------------------------------	-----------

- 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 22nd Street. No driveway will be proposed on Cedar Avenue which reduces traffic flow to the residential neighborhood to the east of the subject site. Furthermore, the attached projects

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

parking plan analysis from the project traffic consultant indicates that the proposed 79 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 will utilize the existing driveways on Sepulveda Boulevard and 22nd Street. 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 22nd Street with no access on Cedar Avenue. Bicycle and pedestrian movement would be maintained with an existing wide sidewalk area on Sepulveda Boulevard and 22nd 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.

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.

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

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.

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.

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

16e - The proposed project replaces a vacant retail store, 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)? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b. Exposure of people to potential health hazards? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

DISCUSSION: 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? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|

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

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

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

- d. Will the proposal restrict existing religious or sacred uses within the potential impact area?

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"/> |

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 locted 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

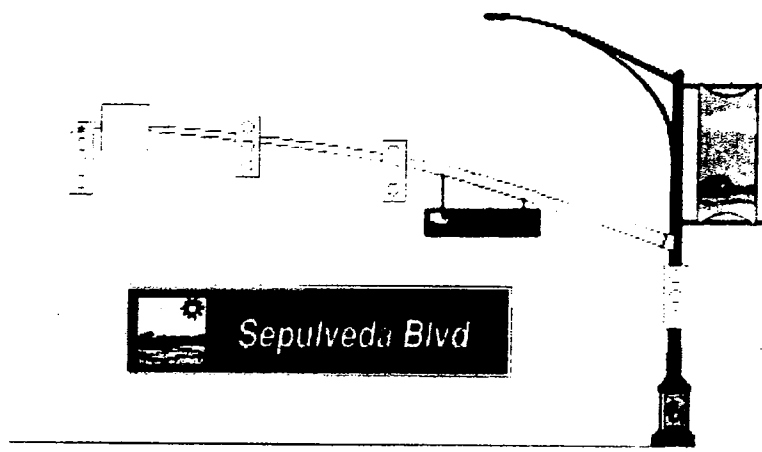
Updated: January 27, 1998

EXHIBIT
C

PC

Table of Contents

- ◆ Background and Purpose
- ◆ Development Procedures
- ◆ Sepulveda Zoning Standards
 - General Commercial District
 - Community Commercial District
 - Oak Avenue Overlay District
 - Parking
 - Signs
- ◆ Sepulveda Boulevard Zoning Map
- ◆ Sepulveda Boulevard Development Guidelines



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)

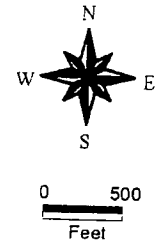
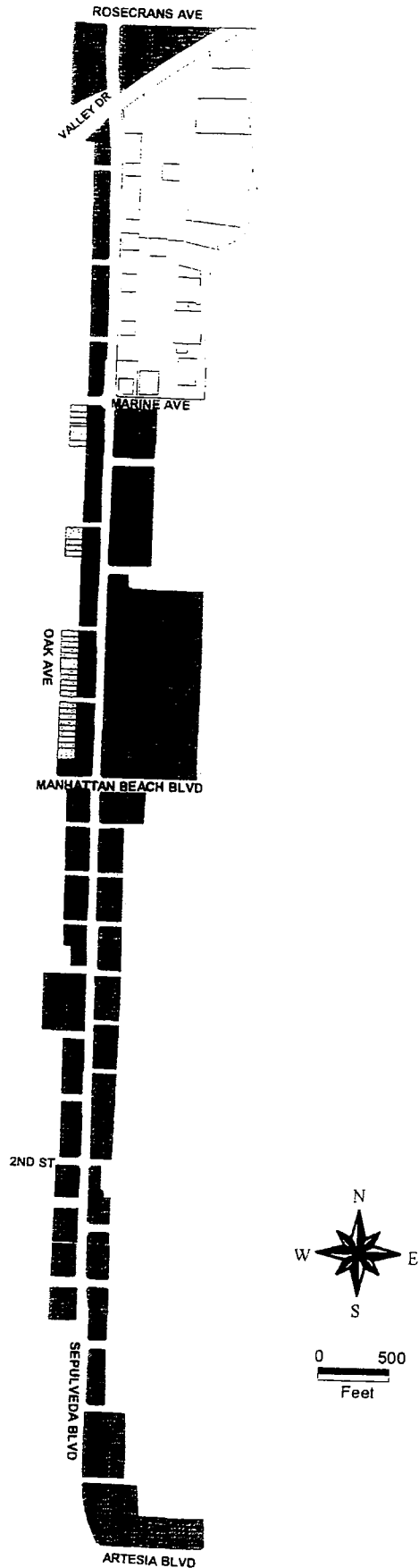
Sign Programs are required to be on file for any commercial property with multiple tenants prior to sign permit issuance. A sign program contains general information describing how the site does, and will, comply with sign requirements. An example is available at the Community Development Department.



**SEPULVEDA BOULEVARD
CITY OF MANHATTAN BEACH**

ZONING DESIGNATIONS

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

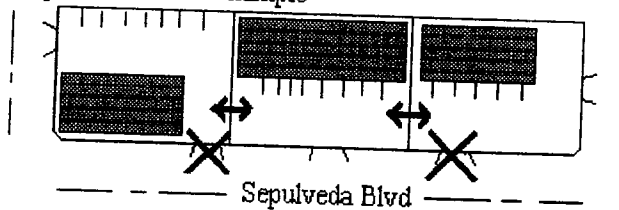


Sepulveda Boulevard Development Guidelines

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

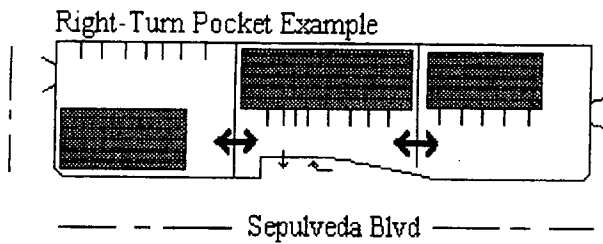


Providing access between parking lots allows two curb cuts to be removed and allows access to each site from three different streets.

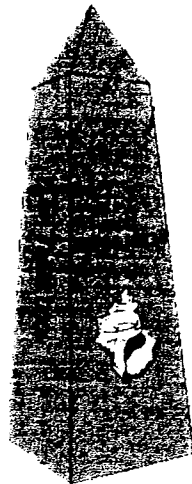


Right-turn pockets

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.



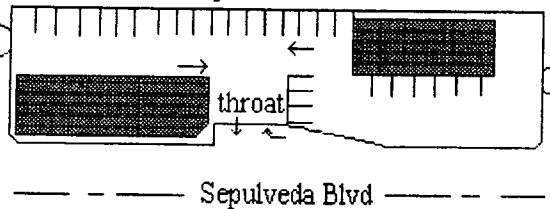
Providing right-turn pocket for Sepulveda driveway allows cars to slow down safely before turning into site without slowing down traffic on street



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.

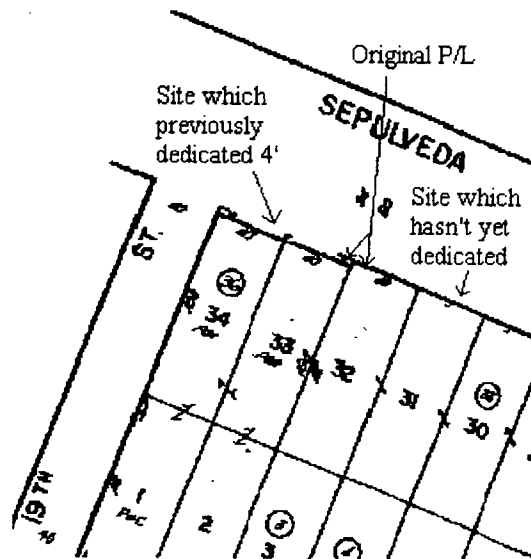
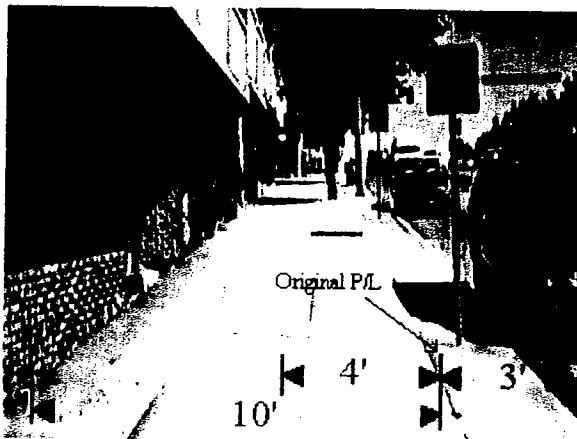
Driveway Throat Example



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

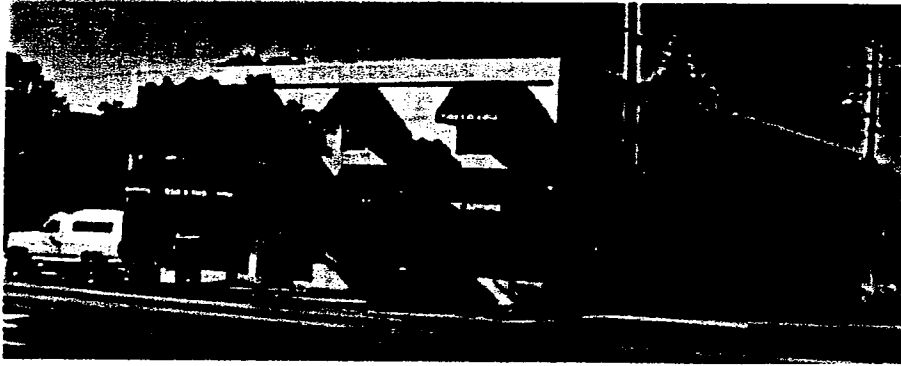
Sidewalk Dedication

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).



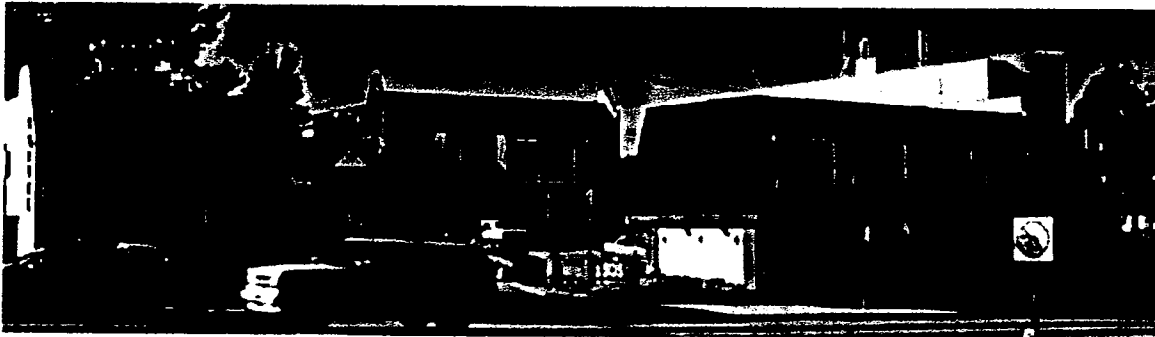
Building Orientation

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.

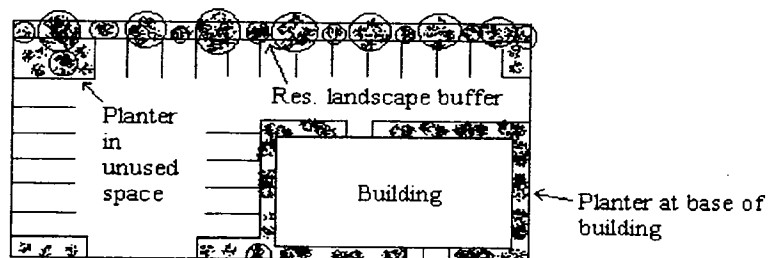


Landscaping

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.

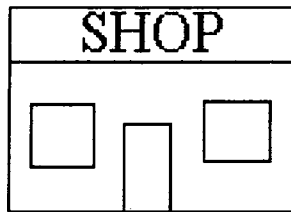
Landscaping Example



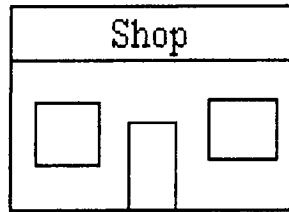
Signs

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.

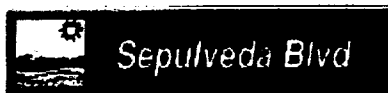
Sign Example



Sign crowded
within background

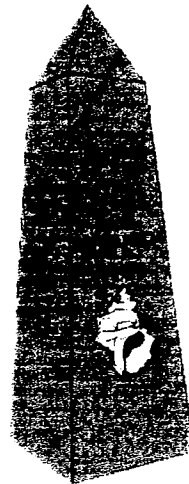
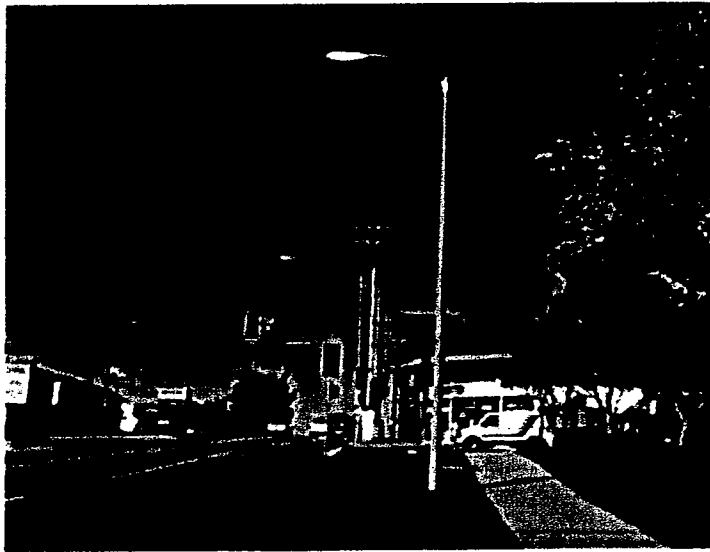


Sign compatible with
building and location



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.



SITE PLAN #1

EXHIBIT 1

EXHIBIT
D

PC

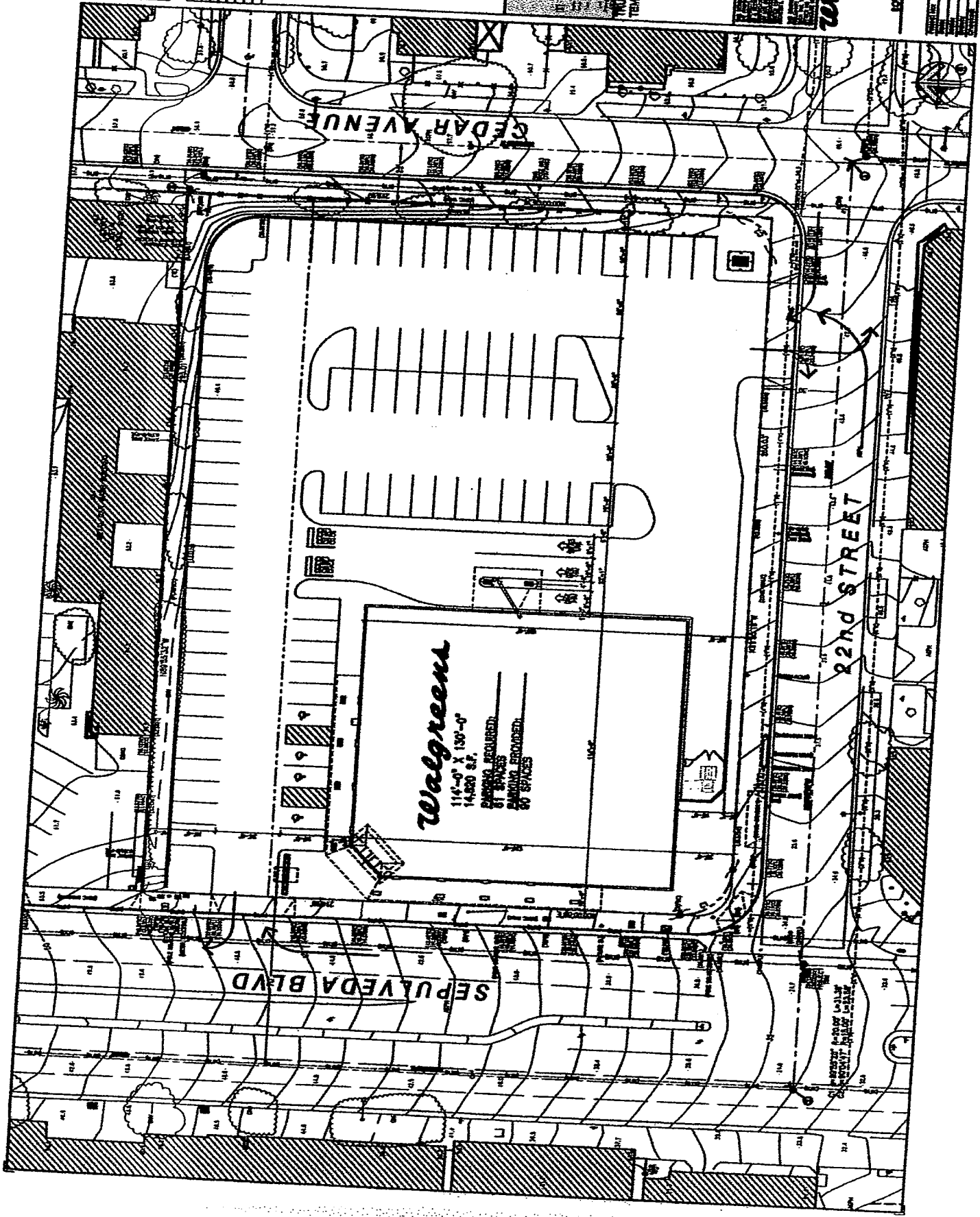
AUTO SERVICE BLDG #317
 LOS ANGELES, CA 90008
 TEL. 310.533.9766
 FAX 310.533.0766
PERKINS+WILL
 ARCHITECTS

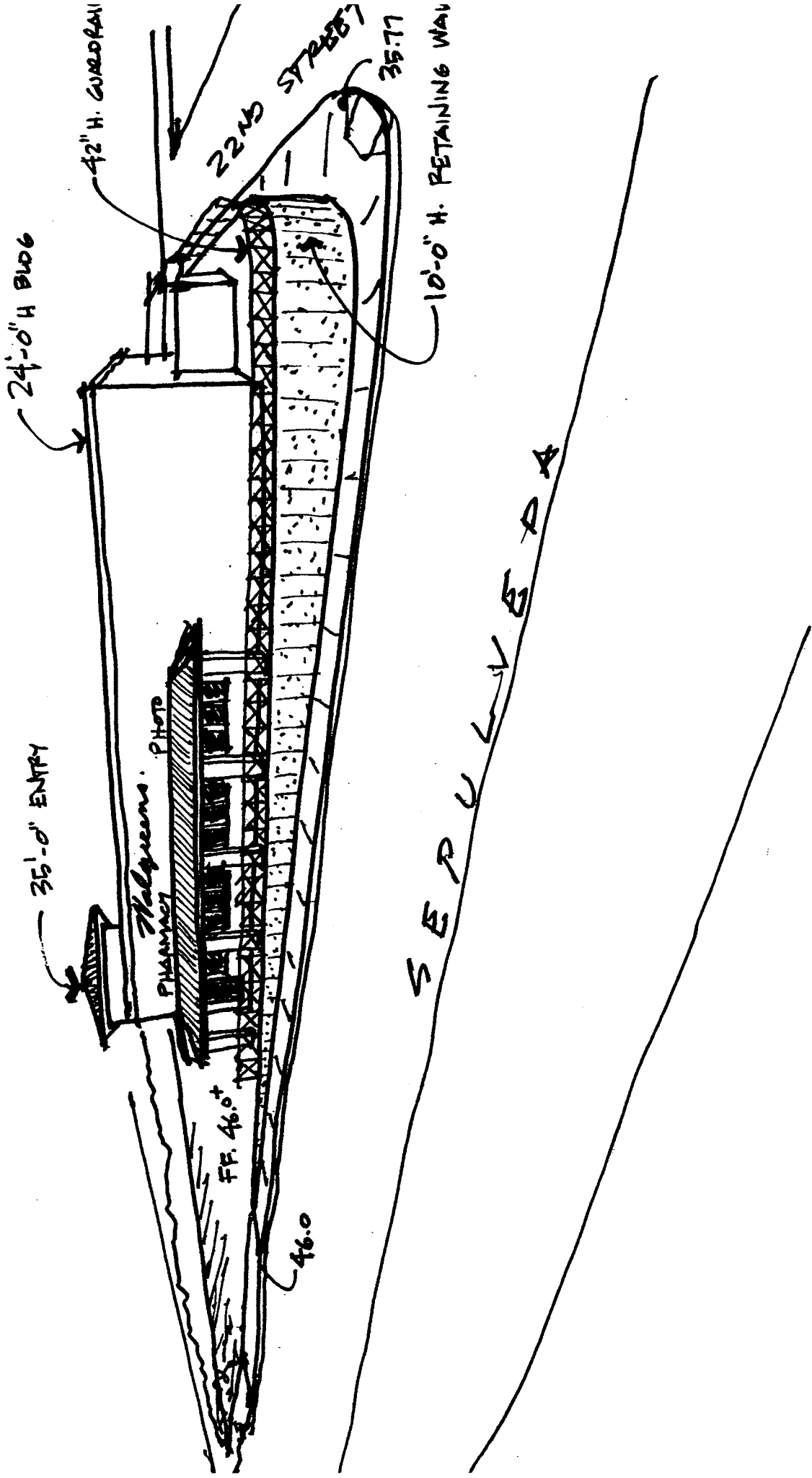
WALLS THICK IN TURN
 TEMPLATES = 66'-0" SEMI

WALGREENS
 114'-0" X 130'-0"
 14,800 S.F.
 PARKING REQUIRED:
 67 SPACES
 PARKING REQUIRED:
 60 SPACES

Walgreens
 PREPARED BY WALGREENS
 4400 SEPULVEDA BLVD
 AGADIRAN, CA 94026
 ESCROW DEVELOPMENT, INC.

SITE PLAN
 #108
 SHEET NO. **A0.1**





54E PLAN #2

EXHIBIT 2

EXHIBIT
D

PC

800 VENICE BLVD #117
 LOS ANGELES, CA 90001
 TEL 310.651.9766
 FAX 310.633.0160



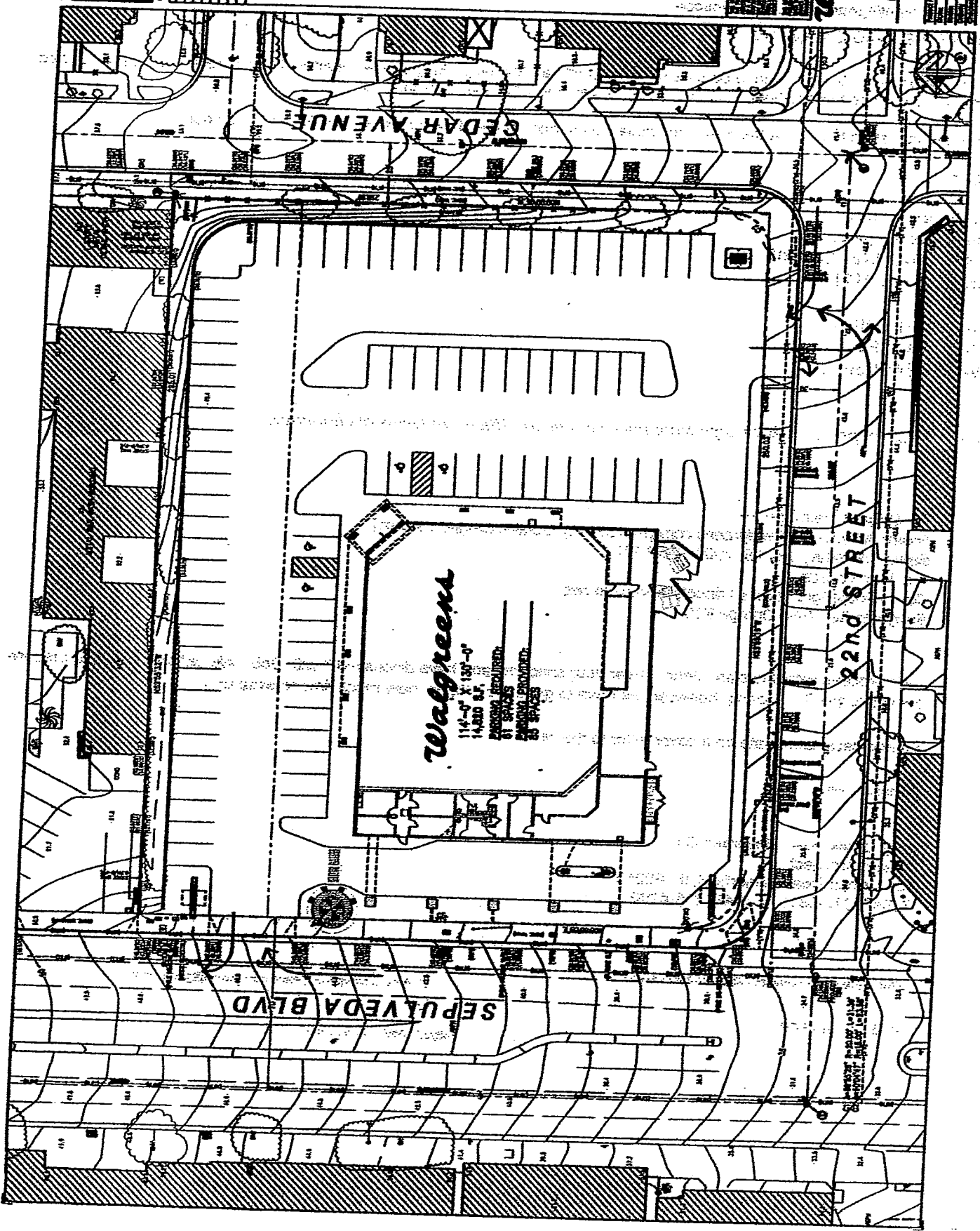
Walgreens

PROPOSED WALGREENS
 1420 SEPULVEDA BLVD
 INGLEWOOD, CA

BOYD DEVELOPMENT, INC.

DATE	10/13/00	BY	JK
SCALE	1/8" = 1'-0"	PROJECT NO.	00-000
SHEET NO. 1 OF 1			

A0.1



Walgreens
 114'-0" X 130'-0"
 14,800 S.F.
 PARKING PROVIDED:
 61 SPACES
 PARKING PROVIDED:
 25 SPACES

SEPULVEDA BLVD

CEDAR AVENUE

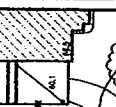
22ND STREET

SITE PLAN #3

EXHIBIT 3

EXHIBIT
D

8800 VENICE BLVD #A17
 LOS ANGELES, CA 90034
 TEL. 310-838-9766
 FAX 310-838-0760



DEPTER
 ARCHITECTS

ALL NOTES ON THESE PLANS SHALL BE READ AND UNDERSTOOD BY ALL CONCERNED. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE LOCAL AGENCIES. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE LOCAL AGENCIES.

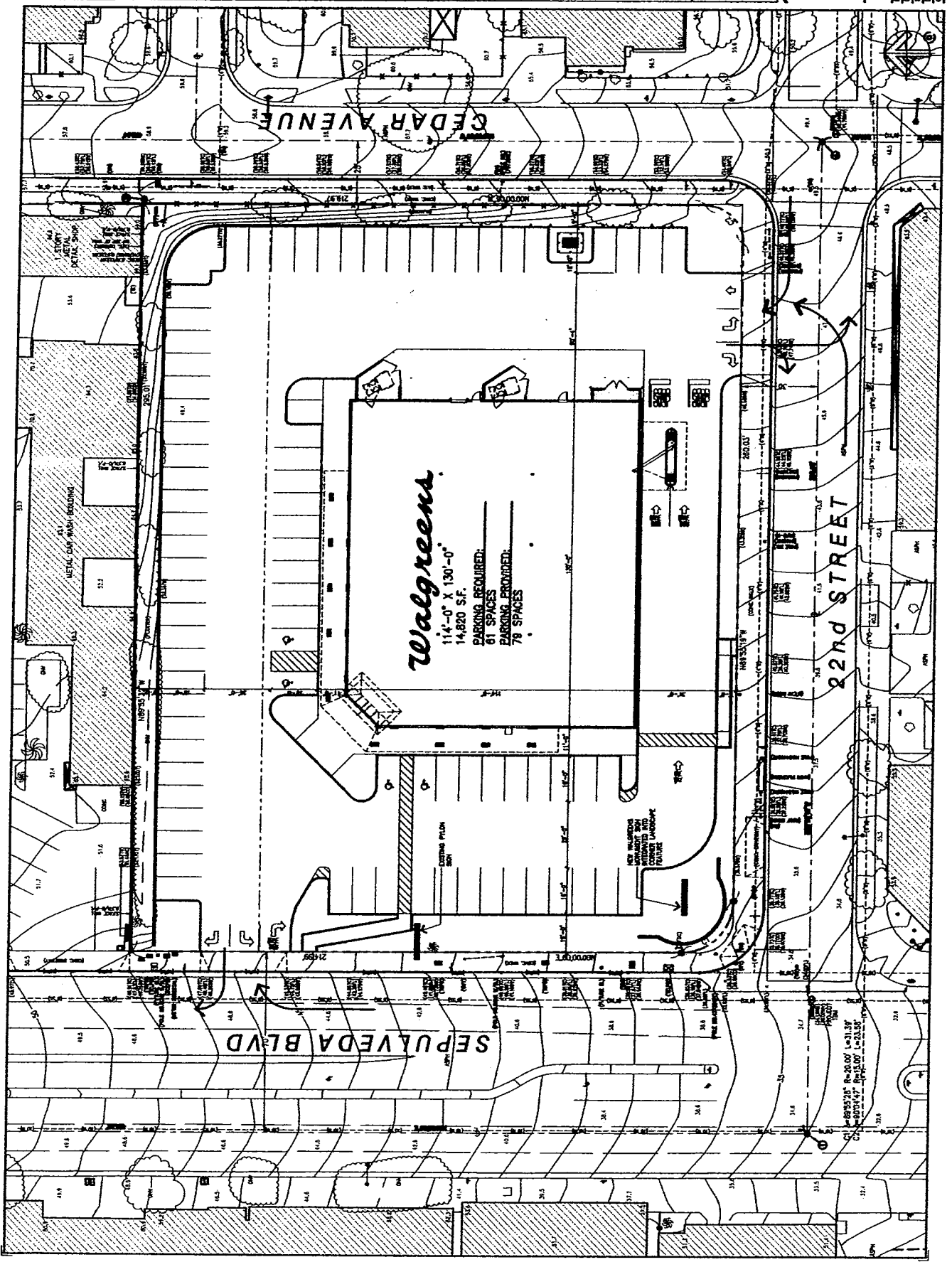
Walgreens

PROPOSED WALGREENS
 2400 SEPULVEDA BLVD.
 MANHATTAN BEACH, CA

POWER DEVELOPMENT, INC.
 SITE PLAN
 R.06

PROJECT NO. 14-255
 DRAWING NO. 14-255-007
 SCALE: 1/4" = 1'-0"
 DATE: 11/10/07
 CHECKED BY: [Signature]
 DESIGNED BY: [Signature]

Sheet No. **A0.1**



Sign Program

City of Manhattan Beach
Community Development Department

Site: NEC Sepulveda and 22nd St.

Applicant: Walgreen Co.

Owner/Agent Signature:

Site Frontage: 260'

Maximum Allowable site sign area: 520 square feet

Wall signs:	Maximum Area (square ft.)
Sign A	62.93
Sign B	15.1
Sign C	9.2
Sign D	15.1
Sign E	62.93
Sign F	9.2
Sign G	62.93
Sign H	6
Sign I	6
Sign J	30
Sign K	7.3
Sign L	7.3

Pylon Sign (replacement of sign faces on existing pole sign)

7.5'x7.5', double sided, 25' high 225
518.99

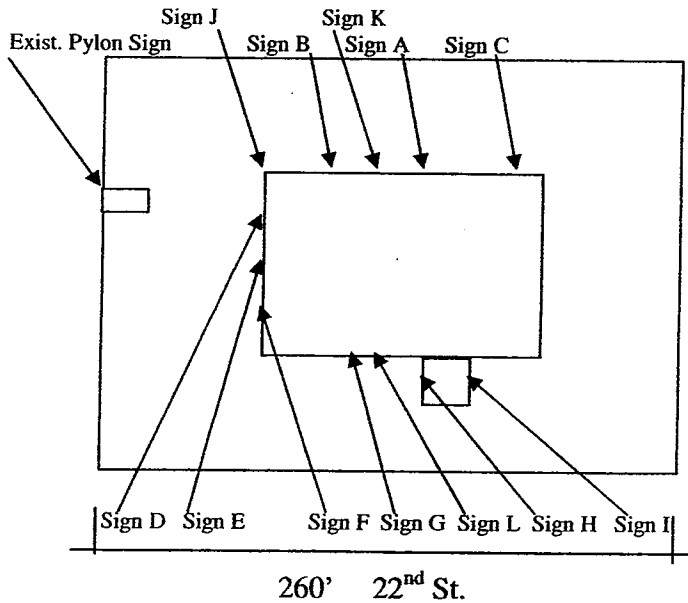


EXHIBIT
E

PC

WALGREEN
PHARMACY

APPLICANT'S NARRATIVE

EXHIBIT "A"

EXHIBIT
G

PC

BACKGROUND

Walgreens was begun in 1901 in Chicago by Charles R. Walgreen, a Pharmacist, whose focus was providing quality via competitively priced prescriptions in a convenient manner. Walgreens is today one of the oldest retailers with one of the youngest store bases.

Walgreens' strategy continues to be quality service assuring competitive prescriptions and is, as a result of the trends and demands of our time-conscious customer, more and more focused on convenience by meeting the needs of the motoring public for those who are stretched for time. The pick up window is for convenience – for that motoring public, for those who don't feel well enough to go inside, for those mothers or fathers with sick children who don't want to leave them in the car while they go inside to get prescriptions, and also for those folks – the elderly, the handicapped – who are less ambulatory than most of us.

During this last century, an aging population has expanded and AARP membership has increased *substantially*. The baby boomer bubble has hit an era in which scripts are becoming a regular fact of life and the numbers of scripts will only increase as the baby boomers get older. Between now and 2025, the proportion of people over 65 will double to more than 65 million. The implications for healthcare -- including drugstores -- are dramatic.


BUSINESS OPERATIONS

Walgreens has been very successful since its inception over 100 years ago. Part of that success emanates from its interior store design and floor plan layout.

FLOOR PLAN/STORE DESIGN:

Walgreens' close attention to store design contributes to a conveniently sized, easy-to-shop format which provides store-to-store consistency so a Walgreens customer can easily find their way around another Walgreens store thereby facilitating quick in and out shopping.

One may note the pharmacy is always to the rear of the store. This intentional location provides for privacy as well as discourages any attempt to steal or illegally obtain prescriptions.

One may also note Walgreens has only one  location where the cashiers are located allowing for monitoring/controlling entering and exiting for security reasons - this funnels everyone through the front door. It serves to dissuade any untoward activity or shoplifting as one is forced to exit one way only and pass by both Walgreens' employees as well as security cameras.

Walgreens' store design facilitates optimal security not only with the location of the pharmacy and the front door but also via cameras strategically located throughout the store, as well as lock combinations for access to back rooms, offices, storage, and pharmacy including public restrooms.

[REDACTED]

Walgreens' philosophy is competitively priced prescriptions provided in a convenient manner to its customers. Walgreens' objective is to be a neighborhood store. That having been said, Walgreens' customers generally come from within a 1-1 ½ miles from the Walgreens' store. To implement that convenience, Walgreens seeks to have a store that is available 24/7 for their customers in the event that those prescriptions are needed in the late night or early morning hours. Prescriptions needed by patients during these hours are primarily pain medications without which those patients would be uncomfortable by having to wait those additional hours until the store can open. It is not financially sound to keep the store open during those hours, but it is in keeping with Walgreens' philosophy for the convenience to their customers to do so.

As addressed briefly above when describing Walgreens' background, our Nation's aging population and those implications on healthcare are dramatic. Today the average number of prescriptions filled in a Walgreens' pharmacy is approximately 268 per day, the highest in the industry. We believe that average will climb to more than 400 per day, propelled by graying Americans who take twice as many prescriptions per year as the rest of the population. There are simply more people needing prescriptions and there are more prescriptions per person needed.

[REDACTED]

[REDACTED] The need for these prescriptions unfortunately is not dictated such that pain restricts itself to the hours currently available to obtain those prescriptions for the citizenry of Manhattan Beach.

EMPLOYEES:

An important part of Walgreens' success is its employees.

The number of employees working a store is normally 40. At any given time there will [REDACTED] Employees consist of Store Manager, Assistant Store Manager, Pharmacists, Pharmacy Techs, Cosmetician, Systems Coordinator, and Clerks/Cashiers.

Walgreens hires locally and then promotes internally. Walgreens invests heavily in recruiting and training. Nearly 60% of Walgreens' executives started their careers with the company, where long service is a tradition. A few employees are part-time, and part-time employees, too, get paid sick and vacation leave.

Walgreens also hires in conjunction with a program through AARP thus offering those seniors who want another job after retirement or employment that opportunity. Additionally, Walgreens trains people with disabilities in Walgreens' new distribution center in Anderson, South Carolina which is currently employing more than 264 people of whom more than 40% have various disabilities. A second distribution center also focused on employing and promoting people with disabilities is scheduled to open in Windsor, Connecticut in 2009.

Pharmacists are in high demand and short supply, thus explaining one of the reasons Walgreens' competitors are often not open 24 hours – lack of staffing. Walgreens was named top recruiter of pharmacy graduates by a major investment firm, based on a survey of pharmacy school deans and placement directors. The fact that pharmacists' first choice is Walgreens speaks to the quality of the Company's philosophy and overall operations.

Finally, Walgreens' employees give back to the community in which they work. For example, in Chicago, Walgreens provides funding and volunteer tutors for Midtown Education Foundation to help boys and girls strength academic skills and help build character. Walgreens also contributes to local charities that benefit employees and customers in each of Walgreens' store neighborhoods, e.g., Juvenile Diabetes Foundation, American Heart Association, and American Cancer Society. In 2006-07, Walgreens raised \$6.8 million for charities and gave \$8.7 million in education funding and student assistance.

~~_____~~
~~Walgreens will not be located on the _____~~

SITE OPERATIONS

SITE CIRCULATION:

The site is laid out such that it allows optimally for ease of circulation on and off the site as well as around the building while onsite.

The ~~_____~~ on both Sepulveda Boulevard and Cedar Avenue will remain and operate as they exist today: Sepulveda will be right in and right out only and Cedar will offer full turn movement. *22nd Street*

Most of Walgreens' customers arrive by vehicle, however, bike racks are provided on site. Sixty-four percent of our gross sales are pharmacy related. There is some cross utilization in that the instore customer will drop off the prescription at the window and return to pick up that prescription inside the store, or vice-versa.

64 required

[REDACTED]

The proposed development will provide [REDACTED] That having been said, the parking that is most heavily utilized thereby creating the greatest onsite concomitant activity is always closest to the front door. Focus groups have shown that customers want parking that is safe and secure (visible from the active street and not located in the rear of the store), and a short walk to the store's entrance.

The advantage to this site layout is that employees, and not the customers, will utilize onsite parking that is along Cedar. It is common for Walgreens to require its employees to use parking that would be considered inconvenient to the customer, either by distance or location behind the building. With the proposed site plan there is parking located behind the building which could be designated employee parking for Walgreens. This produces a quieter environment for those residential neighbors than having the customers parking along or closer to Cedar. Additionally, it might be noted that [REDACTED]

[REDACTED]

[REDACTED]

The pick-up window is used for drop-off and pick-up of [REDACTED] Nothing other than prescriptions are sold or vended through this window. The pick up window is located along 22nd Street which has no residential adjacent.

Once the customer is on site, the pick-up window can be accessed easily by either approaching in a counter clock wise movement from Sepulveda or from 22nd.

The design of the site allows for the pick-up window without conflicting or impeding parking or on site circulation.

The daily average at the drive-up window is 4-5 cars per hour. Peak time use is generally 7 to 9 in the morning and 4 to 6 in the evening and generates approximately 7-9 cars an hour. Any queue is rarely longer than 2 vehicles although stack for additional cars is provided. Late night/early morning use is infrequent but necessary for those in need of emergency or pain medications.

Communication from the pharmacist to the customer is via a device similar to that which banks utilize with the exception that the [REDACTED] is regulated by federal law, i.e., HIPPA (Health Insurance Portability and Accountability Act) laws require ensuring the confidentiality of communication between an entity (Walgreens) and the individual (customer). In short, HIPPA laws do not allow a volume such that any conversation can be overheard.

[REDACTED]

Walgreens does not utilize a loading "dock". Rather, deliveries are via a roll up door on the back of the building.

There is [REDACTED] truck is a non- [REDACTED] deliveries would include coke, Pepsi, milk, etc. once to t [REDACTED] UPS, RPS, etc. come once a day via personal vehicle. Walgreens asks all vendors to deliver through the delivery door.

The design of the site allows for deliveries and unloading without conflicting or impeding either parking or onsite circulation.

[REDACTED] G:
Lighting of the parking area is provided in such a manner that it provides security for the customers of Walgreens as well as being sensitive to those commercial and residential neighbors adjacent. The amount and design of site lighting is dictated by the governmental jurisdiction in which the Walgreens facility is located.

[REDACTED]
Walgreens' store design incorporates a trash compactor as well as a cardboard compactor that operates inside the store in the stock room area. Recycling is accomplished by separating out dry and wet trash.

Dry trash is then compacted via the trash compactor in the delivery/storage area of the store. Trash from the trash compactor is usually picked up twice a week. The cardboard compactor bales the boxes which are then stored in the bale storage area, and then picked up usually once a week. Unused pharmaceuticals are not disposed of on-site but are collected and disposed of in an appropriate manner.

SITE SELECTION:

As mentioned earlier, there are only 4 pharmacies within the City of Manhattan Beach. None are open 24 hours and none offer a pick-up window convenience.

Walgreens conducts extensive market surveys to establish if there is a need. This includes scrutinizing competition, assessing population density, medical activity, prescription volume, road patterns – all of which then determines sales forecasts. With regard to any concern that there are too many in the city and/or the area, Walgreens would not be investing over \$1.6m to locate/renovate at this location and fail. Out of over 5000 stores, Walgreens has closed only 64 (1%). Walgreens continues to be proven correct (see history of company and value of stock in last 100 years) in that methodology by the fact that it remains the most successful pharmacy company in the nation.

EXHIBIT "B"

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 broad purposes of Title 10, Planning and Zoning, “are to protect and promote the public health, safety, and general welfare, and to implement the policies of the City of Manhattan Beach General Plan, as provided in the California Government Code, Title 7, Chapters 3 and 4 and in the California Constitution, Chapter 11, Section 7.

More specifically, the Planning and Zoning Ordinance is intended to:

- A. Provide a precise guide for the physical development of the city in order to:
 1. Preserve the character and quality of residential neighborhoods consistent with the character of the four area districts of the City;
 2. Foster convenient, harmonious, and workable relationships among land uses; and
 3. Achieve progressively the arrangement of land uses described in the General Plan.
- B. Promote the economic stability of existing land uses that are consistent with the General Plan and protect them from intrusions by inharmonious or harmful land uses.
- C. Prevent excessive population densities and overcrowding of land or buildings.
- D. Ensure the provision of adequate open space for light, air, and fire safety.
- E. Permit the development of office, commercial, industrial, and related land uses that are consistent with the General Plan in order to strengthen the city’s economic base.
- F. Require the provision of adequate off-street parking and loading facilities, and promote a safe, effective traffic circulation system.
- G. Ensure that service demands of new development will not exceed the capacities of existing streets, utilities, or public services.”

The project is zoned (CG) General Commercial and located in Area District II along the Sepulveda Boulevard commercial corridor. The surrounding adjacent properties to the north, south and west are similarly zoned. The properties to the east are zoned (RS) Residential Single Family.



- The proposed project preserves the character and quality of residential neighborhoods, fosters convenient, harmonious, and workable relationships among land uses, achieves progressively the arrangement of land uses described in the General Plan, promotes the economic stability of existing land uses that are consistent with the General Plan and protects them from intrusions by inharmonious or harmful land uses, prevents excessive population densities and overcrowding of land or buildings because it is replacing a like commercial retail project with a smaller commercial retail project.

- The proposed site layout for the project ensures the provision of adequate open space for light, air, and fire safety by providing a smaller building centrally located and improved onsite circulation over that which existed with the closed grocery store layout, i.e., there is no blockage of movement onsite.
- The proposed project permits the re-development or re-opening of a vacant, closed structure of commercial consistent with the General Plan resulting in a strengthening of the city's economic base.
- The proposed project, even though approximately 9,000 s.f. smaller basically maintains the previous parking allocation, i.e., in short, providing more than adequate off-street parking, while, as mentioned previously, promoting via the site layout a safe, effective traffic circulation system.
- The proposed project, being smaller than that which it replaces, does not exceed the capacities of existing streets, utilities, or public services.

The business is in accord with the objectives of this title, and the purpose of the district in which it is located since the project is a commercial zone consistent with Section 10.16.010 of the Manhattan Beach Zoning Code which states that the district is intended to provide opportunities for commercial retail uses for a full range of retail and service businesses.

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 on the proposed project site or 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;*

The proposed location of the use and the proposed conditions under which it will be operated or maintained will be consistent with the General Plan since the project site is classified as General Commercial which allows for a full range of retail and service businesses. Additionally, the project does not encompass a change in classification of use. The site currently houses a vacant, closed grocery store and has for some years. The proposed project replaces the vacant, closed grocery store with a drug store which includes a pharmacy pick up window.

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

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

Goal LU 8.2: Support the remodeling and upgrading needs of businesses as appropriate within these regional-serving commercial districts.

Providing a pharmacy use in exchange for a closed grocery use poses no detrimental effects to the public health, safety, or welfare of persons residing or working on the proposed project site, or to the adjacent neighborhood; and will not be detrimental to properties or improvements in the vicinity or to the general welfare of the city as the site continues to operate as a commercial retail use, and the proposed business will operate as a smaller commercial retail use. The new use is intended to provide a better variety of product and services in combination with convenience to its customers and the citizenry of Manhattan Beach.

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;*

The proposed pharmacy use on an existing commercial retail use site will be in compliance with applicable provisions of the (CG) General Commercial zone, and the required notice, hearing and findings for the Use Permit Amendment.

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.*

A vacant, closed grocery store exists on the site today. The proposed project is in many aspects similar to the previous use, albeit over one-third again smaller. It is anticipated to capture drive-by traffic - as did the previous use, is providing approximately the same parking that previously existed, and contributes no odors to the neighborhood. Accordingly, it is expected the proposed project will not adversely impact nearby properties. It is expected that this smaller commercial retail use will not exceed the capacity of public services and facilities inasmuch as the previous use did not this capacity, nor impact resident security and personal safety.

EXHIBIT "C"

RE: Proposed Walgreens, 2400 Sepulveda Blvd.

BACKGROUND INFORMATION ON BUILDING ORIENTATION:

The site at 2400 Sepulveda Boulevard is [REDACTED] topography. The elevation drops by as much as 20' from the northeast corner of the site to the sidewalk on the southwest corner of the site. This topography dictates the location of the existing driveway approaches in that they occur at the most level areas of the site, therefore, relocation of these drives was not viewed as desirable.

Many layouts were considered before concluding with staff on one which addresses safe pedestrian access, allows for a design which meets NPDES requirements for site drainage, provides efficient and safe vehicular site circulation and provides a building which through proper placement and enhanced landscaping does not appear imposing along Sepulveda.

The following summarizes the analysis of layouts reviewed by Walgreens and staff (please also reference the enclosed photographs and ALTA survey):

- (1) building location at the southwest corner of the site adjacent to Sepulveda with the drive-up window to the rear (or on the easterly side of the building) (Exhibit 1),
- (2) building located more centrally but still adjacent to Sepulveda with the drive-up window along Sepulveda (Exhibit 2), and
- (3) building located centrally on site (Exhibit 3).

Please note that placing the building at the southwest corner of the site is not an option due to the required location of the drive approach to [REDACTED]

The [REDACTED] results in a structure which would feel very imposing to a pedestrian walking along the sidewalk on Sepulveda – a condition very similar to that which exists currently with the present structure. Additionally, all activity – pedestrian as well as vehicle (since customers always try to park as close as possible to the front door) – would be focused at the drive approach on Sepulveda. This would create a congested and potentially unsafe condition. Finally, required drainage per NPDES is not possible to accomplish with this site configuration since the premise of NPDES design is allowing water to flow and filter across as much pervious area of the site as possible.

The [REDACTED] removes the front door from Sepulveda and places it to the back of the site which is antithetical to the Guidelines. Further, the pick-up window is on Sepulveda, which is also antithetical to the Guidelines which call for providing a pedestrian friendly environment along Sepulveda. In short, the building orientation does not satisfy many of the Guidelines' parameters.

The [REDACTED] which is the location Walgreens has proposed, offers the ability to meet most of the Guidelines. The following is a summation of many of those Guidelines and how this site layout has met them:

- The Sepulveda Boulevard Design Guidelines ("Guidelines") state under *Building Orientation*: "Buildings, storefronts, and windows should be oriented toward Sepulveda Boulevard when possible. (our emphasis). Site and building designs that focus on, and directly relate to the street create a more attractive, comfortable, and interesting environment for the Boulevard."

Walgreens' building, storefront, and windows (and door) are oriented toward Sepulveda.

- *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."

In the proposed site plan, the parking area is functionally divided on site, i.e., the proposed design does not propose placing all of the parking in front nor does it propose a parking structure up along Sepulveda. The vehicle service areas, storage areas, and trash areas are hidden from Sepulveda Boulevard – they are located to the rear of the property. Finally, the parking area, due to its "height" and proposed landscaping, will be less prominent as viewed from Sepulveda Boulevard.

- *Residential Nuisances*: "Extreme noise and odor generating activities near residential boundaries should be avoided."

The current building is situated such that it is right on Sepulveda with all 4 rows of parking to the rear of that building and adjacent to residential. By having such a site layout, all the noise and activity from the parking lot impacts that residential to the east more forcefully than if some of the parking were

The second location (Exhibit 2) removes the front door from Sepulveda and places it to the back of the site which is antithetical to the Guidelines. Further, the pick-up window is on Sepulveda, which is also antithetical to the Guidelines which call for providing a pedestrian friendly environment along Sepulveda. In short, the building orientation does not satisfy many of the Guidelines' parameters.

The third location (Exhibit 3), which is the location Walgreens has proposed, offers the ability to meet most of the Guidelines. The following is a summation of many of those Guidelines and how this site layout has met them:

- The Sepulveda Boulevard Design Guidelines ("Guidelines") state under *Building Orientation*: "Buildings, storefronts, and windows should be oriented toward Sepulveda Boulevard when possible. (our emphasis). Site and building designs that focus on, and directly relate to the street create a more attractive, comfortable, and interesting environment for the Boulevard."

Walgreens' building, storefront, and windows (and door) are oriented toward Sepulveda.

- *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."

In the proposed site plan, the parking area is functionally divided on site, i.e., the proposed design does not propose placing all of the parking in front nor does it propose a parking structure up along Sepulveda. The vehicle service areas, storage areas, and trash areas are hidden from Sepulveda Boulevard – they are located to the rear of the property. Finally, the parking area, due to its "height" and proposed landscaping, will be less prominent as viewed from Sepulveda Boulevard.

- *Residential Nuisances*: "Extreme noise and odor generating activities near residential boundaries should be avoided."

The current building is situated such that it is right on Sepulveda with all 4 rows of parking to the rear of that building and adjacent to residential. By having such a site layout, all the noise and activity from the parking lot impacts that residential to the east more forcefully than if some of the parking were

located on Sepulveda where the ambient noise already exists, plus with the proposed building in between the parking and the residential, it provides more of a buffer to that residential. The Guidelines state "extreme noise near residential boundaries should be avoided." With the site plan we have submitted, we think this best accomplishes same.

- *Pedestrian Access:* "Safe pedestrian access to buildings should be provided through parking lots, particularly from public sidewalks."

As one may determine from Exhibit 3, pedestrian access is provided through two ADA accessible ramps. One is located off of Sepulveda and the other is from 22nd Street. Both accessible routes lead directly to the front door of the store.

- *Landscaping:* "Required landscaping should be enhanced or supplemented as follows: provide tree-lined landscape buffers in parking lots along residential boundaries."

Per Exhibit 3, tree-lined landscape buffers are being provided along residential boundaries, i.e., along Cedar. Additionally, enhanced landscaping has been provided at all 4 corners of the site, especially at the southwest corner, so as to create a softening effect in lieu of the current over-imposing structure.

- *Utility Underground:* "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."

Utilities along 2400 Sepulveda are undergrounded currently.

Summation:

We have concluded that the optimal layout to promote a pedestrian safe entrance, site drainage, site circulation, visual presence to scale with the surroundings and effectively address the intent of the Guidelines is with the enclosed site plan.

Building Design

The proposed building design is a unique design customized for this site and for the community of Manhattan Beach. The elevations are articulated with changes in parapet height to help the building fit within the scale and context of the surrounding buildings. They are further expressed with the use of different materials and awning types to allow the massing to be downscaled. At the same time these materials are complementary to allow the building to be cohesive and look unified.

The proposed palette is a neutral and natural color scheme. The façade alternates with stucco, masonry and stone. Standing seam metal canopies promote a pedestrian friendly feel to the design. Windows provide natural daylight into the store. Where vision glazing is not appropriate the rhythm of the windows is continued by the use of spandrel or show windows.

The overall building height has been kept as low as possible to maintain a 13' ceiling height on the sales floor while at the same time provide screening for roof top mechanical equipment. The height and massing of the building is in keeping with the neighboring car wash, commercial and residential buildings.

Building Design

The proposed building design is a unique design customized for this site and for the community of Manhattan Beach. The elevations are articulated with changes in parapet height to help the building fit within the scale and context of the surrounding buildings. They are further expressed with the use of different materials and awning types to allow the massing to be downscaled. At the same time these materials are complementary to allow the building to be cohesive and look unified.

The proposed palette is a neutral and natural color scheme. The façade alternates with stucco, masonry and stone. Standing seam metal canopies promote a pedestrian friendly feel to the design. Windows provide natural daylight into the store. Where vision glazing is not appropriate the rhythm of the windows is continued by the use of spandrel or show windows.

The overall building height has been kept as low as possible to maintain a 13' ceiling height on the sales floor while at the same time provide screening for roof top mechanical equipment. The height and massing of the building is in keeping with the neighboring car wash, commercial and residential buildings.