

November 12, 2002

**Honorable Chairman and Members of the
Hermosa Beach Planning Commission**

**Regular Meeting of
November 19, 2002**

SUBJECT: CONDITIONAL USE PERMIT 02-9
 PRECISE DEVELOPMENT PLAN 02-17

LOCATION: 155 PACIFIC COAST HIGHWAY

APPLICANT: ERWIN BUCY, REGENCY CENTERS
 555 FLOWER STREET, SUITE 3500
 LOS ANGELES, CA 90071

REQUEST: DEVELOPMENT OF A ONE-STORY, 13,212 SQUARE FOOT COMMERCIAL
 BUILDING FOR A DRUG STORE, INCLUDING A DRIVE-THROUGH LANE
 FOR PURCHASE AND PICK-UP OF PHARMACY PRODUCTS

Recommendation

To approve the requested Precise Development Plan and Conditional Use Permit subject to the conditions as contained in the attached Resolution.

ALTERNATIVE:

To deny the project by adoption of the attached alternative resolution.

Project Information

ZONING:	SPA 7 - Specific Plan Area
GENERAL PLAN:	Commercial Corridor
LOT SIZE:	48,641 Square Feet
FLOOR AREA:	13,219 Square Feet
PARKING REQUIRED	53
PARKING PROVIDED:	59
ENVIRONMENTAL DETERMINATION:	Recommended Negative Declaration

Background

The subject site is located on the West Side of P.C.H. between First Place and Second Street. The property contains an auto dealership and repair business and one nonconforming residential building. The proposed project involves the demolition of all existing structures and the construction of a new one-story commercial building and surface parking lot.

The subject site is zoned commercial (S.P.A. 7). Drugstores and retail stores are permitted uses within the S.P.A. 7 zone. Off-sale of alcoholic beverages is a permitted use if the store closes at 11:00 P.M. The proposed drive-through feature requires a Conditional Use Permit and the new construction requires the approval of a Precise Development Plan. The determination that a drive-through lane could be permitted with a C.U.P. was made by the City Council on June 12, 2001, pursuant to the similar use

provision of Section 17.26.040 in reference to a commercial building for a bank. The drive-through lane for a pharmacy is very similar in operation and design to the bank drive-through as it will have limited operating hours, no sound amplification, quick service, and low intensity of use spread out through the day.

The Staff Environmental Review Committee, at their meeting of October 10 considered the environmental impacts of the project, and received testimony from nearby residents regarding several local environmental concerns. Based on the initial study check-list (attached), the traffic impact study, and testimony at the meeting, the Committee recommended an Environmental Negative Declaration, with further recommendation that the applicant incorporate revisions in the project to address some of the local environmental concerns brought up at the meeting. These concerns included traffic safety due to the location of the curb cut on 2nd Street too close to P.C.H., noise due to truck loading and light and glare due to parking lot lighting. Specific revisions, which have been incorporated into the project, are discussed below.

Analysis

The applicant is proposing to develop a “state-of-the art” full service Sav-On Drug Store, involving the demolition of all existing structures on the property, and the construction of a new one-story commercial building and surface parking lot. The proposed Sav-on store will provide dual-lane drive-through pharmacy service, one-hour photo processing, and a wide variety of goods and services including off-sale alcohol. Recently the applicant indicated a desire for the store to be open 24-hours, but this request is inconsistent with the project application since the Conditional Use Permit does not include a request for off-sale alcohol past 11:00 P.M.

The proposed structure is a low scale one-story building, and the size and overall impact of the proposed use will be of a relatively low scale and intensity as compared the current use as an auto dealership and repair business and other possible uses in the zone. The proposed building will be located towards the rear of the lot with the double drive-through lane and located in front of the building and the parking located in the front and 2nd Street sides of the building. The final site plan and layout of the building and parking on the site was made after consideration of several alternatives and discussions with City staff. The drive-through operation was located in front of the building to minimize impacts to adjacent residential properties to the west. Parking is located toward the front and 2nd Street for similar reasons and for efficient circulation separate from the drive-through lanes. Limiting access to the site from the side streets rather than Pacific Coast Highway is consistent with current site access, and was chosen to avoid adding a new driveway on P.C.H., which would unnecessarily impact the flow of traffic on P.C.H., and create additional traffic circulation and safety problems both off and on site.

Sufficient parking is provided to comply with the requirement of 1 space per 250 square feet for retail/commercial uses as 53 spaces are required and 59 provided. The parking spaces include 10 compact and 2 handicap stalls. Additionally, the double drive-through lanes provide stacking for up to 4 vehicles. The dual-lane concept is to allow a customer to use the outside lane for drop-off, transmitting a prescription via a pneumatic tube delivery system. The customer can then pick up the prescription either by parking and entering the store, or using the inside “pick-up” lane where a pharmacist delivers the prescription face to face. The applicant indicates that drive-through customer trips will average four per hour.

The applicant has submitted a traffic impact analysis by Linscott, Law and Greenspan dated October 23, 2002, which shows that the proposed use will generate 28 greater daily trips than the existing auto

dealership and repair use and residence, with 22 fewer AM peak hour trips as well as 2 fewer peak PM hour trips. Therefore, the project will not have any significant adverse impact on nearby streets and intersections. The analysis incorporates comments from the City's traffic engineer, and based on the latest revision the traffic engineer supports the conclusion of the analysis, noting only slight disagreement regarding the daily pass-by reductions assumed in the trip generation calculations. Also, the site plan has been revised in accordance with the traffic engineer's recommendation to relocate the 2nd Street driveway, which is now proposed to be located 85 feet from the intersection with P.C.H. rather than 65 feet. This also comports with the recommendation from the Public Works Department to relocate the driveway 20 feet further west.

The option of providing access to the site directly from P.C.H. to minimize local traffic impact was discussed at the Staff Environmental Review Committee meeting and is recommended in an attached letter from a Public Works Commissioner. In response to this issue, the applicant's traffic engineer includes a discussion of this issue in the traffic analysis, noting that it would require modification of existing traffic signalization, and create operational problems because of the proximity of the 2nd Street intersection, concluding that a driveway on P.C.H. would not provide an on-site circulation benefit and is not recommended due to safety issues. The City's traffic engineer also has noted operational issues with adding another left turn pocket on P.C.H. in such close proximity to the 2nd and 1st Place left turn pockets. Further, adding or relocating the driveway would impact the layout of the buildings and parking on the site and landscaping as proposed, possibly compromising the appearance of the project from P.C.H, creating added on-site circulation problems, and reducing parking.

The proposal for 24-hour operation would not normally be an issue for a retail market or drug store, except that the store proposes off-sale alcohol. Pursuant to Section 17.26.030 of the Zoning Ordinance an off-sale alcohol beverage establishment is a permitted use if it closes at 11:00 P.M or earlier and requires a Conditional Use Permit for longer hours. Given that proposed store is the alcohol sales establishment in this case, it will have to close at 11:00 P.M. The applicant has suggested an option of keeping the store open, but suspending alcohol sales at 11:00 P.M. Staff does not support this approach, since it would be problematic to enforce. Also, given the location of the store near residential uses, keeping the store open for general retail sales and drive-through operations would potentially create a nuisance to surrounding residents. Therefore, staff is recommending a condition of approval that the stores hours be limited to between 7:00 A.M. and 11:00 P.M.

The applicant indicates that store deliveries occur between the hours of 6:00 A.M. and 10:00 P.M. with up to two deliveries per week of one-hour duration in Sav-On's large delivery trucks. Additional vendor deliveries of shorter duration occur more frequently. Given the location of the truck loading area and concerns expressed by nearby residents, staff and City's Traffic Engineer recommend limiting all delivery hours to between *9:00 A.M. and 6:00 P.M.*

PRECISE DEVELOPMENT PLAN / S.P.A. 7 ZONE COMPLIANCE

The Specific Plan Area zone provides two sets of development standards. This two tier approach was established to allow development that complies with the first tier standards as a matter of right without a Precise Development Plan. In this case, the project is subject to second tier standards since it exceeds first tier standards for overall project size (greater than 10,000 square feet).

Pursuant to the specific standards of the S.P.A. 7 zone and the underlying C-3 zoning, the proposal general conforms to S.P.A. 7 zoning requirements, as follows if conditions and modifications are incorporated as noted below:

LANDSCAPING: A landscaped area is provided around the perimeter of the parking lot with the 3-foot minimum dimension as specified in the SPA zone comprised of low shrubs and palm trees. A 5-foot landscaped buffer is provided, as required, along the westerly property line of the parking lot, which is primarily comprised of tree planting as required. The landscaped area, excluding the 5-foot buffer covers approximately 4.5% of the site which is short of the first tier standard of 5%. Staff recommends that additional landscaped areas be provided in front of the building at the entry; in the striped paved area at the drive through exit, and in the area surrounding the truck loading zone to meet this 5% standard.

BUILDING HEIGHT: The building is designed with a maximum height of 26'8" below the maximum first tier height of 30 feet.

Also with respect to the S.P.A. 7 guidelines for Planning Commission review of projects that exceed first tier standards staff has the following observation and findings:

- ❑ The exterior of the building is design with stepping rooflines and stepped features to avoid a massive flat building face. The building is enhanced with architectural features and materials to improve its appearance and function. The features in conjunction with a sign plan coordinated with exterior features show that quality and special attention has been given to the appearance at the street.
- ❑ A landscape plan is included which shows ample and generous landscaping at the perimeter of the parking lot. However, additional landscaping could be provided at the perimeter of the building to soften the building. Also, added landscaping is needed to comply with the first tier requirement of 5% coverage. As such staff is recommending a revised landscape plan.
- ❑ Because of its low scale and relatively small size, the building will be compatible with with neighboring projects, and the character of Pacific Coast Highway.
- ❑ The sign plan shows several wall signs and a free-standing pylon sign at the street frontage designed in a manner to complement the building. However, the 20-foot high pylon sign is not necessary for the type of traffic and speed of flow on Pacific Coast Highway, and is not consistent with lower scale character of the building. Therefore, staff is including a condition of approval that the free-standing sign be limited to a 10-foot high monument sign. Further, the number of wall signs are excessive on the 1st Place elevation, and will emit glare towards residential uses across the street. Staff recommends that this elevation be limited to a business name sign only, and not include the accessory signs.

CONDITIONS OF APPROVAL

Based on the analysis above, and in order to ensure the compatibility of this project with adjacent residential uses the following is a summary of recommend Conditions of Approval in addition to standard conditions:

- ❑ Store hours limited to between 7:00 A.M. and 11:00 P.M.
- ❑ Deliveries limited to between 9:00 A.M. and 6:00 P.M.

- ❑ Drive-through lane limited for pharmacy products only. No amplified equipment in drive-through lanes.
- ❑ Relocation of the trash dumpster away from adjacent residential property
- ❑ Provision of on-site lighting with light and glare directed downward or away from residential property, and shielded by the property line walls or the building.
- ❑ The transformer and trash dumpster shall be located to minimize impact on residents to the west
- ❑ No seasonal storage trailer is permitted on site as indicated on the revised Site Plan.
- ❑ Omit seasonal storage container shown on revised site plan.
- ❑ The properties comprising the subject lot shall be merged into one contiguous property under one ownership.
- ❑ Limit free-standing sign to a 10-foot high monument sign. Limit 1st Street elevation signs to business name only.
- ❑ All requirements indicated in the attached memorandum from the Public Works Department including best management practices for stormwater runoff and off-site improvements.
- ❑ Supplemental landscaping in the entry area and in front of the building at drive-through exit instead of striped pavement, final landscape plan subject to approval of the Community Development Director.

Ken Robertson
Associate Planner

Concur:

Sol Blumenfeld, Director
Community Development Department

Attachments

1. Proposed Resolutions
2. Location Map
3. Public Works Comments/Requirements
4. Traffic Impact Analysis and related correspondence
5. Applicant's Correspondence
6. Initial Study