

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

TO: Planning Commission

FROM: Richard Thompson, Director of Community Development

BY: Esteban Danna, Assistant Planner

DATE: November 9, 2011

SUBJECT: Consideration of a new Use Permit and Coastal Development Permit to remove the existing paint and rain gutter business at 1011-10th Place and build additional parking for the adjacent Vons supermarket at 410 Manhattan Beach Boulevard.

RECOMMENDATION

Staff recommends that the Planning Commission **CONDUCT** the Public Hearing and **ADOPT** Resolution PC 11-XX (Exhibit A) approving the request to demolish the existing paint, rain gutter, and associated businesses and build additional parking for the adjacent Vons supermarket.

APPLICANT

DLR Group WWCOT
8 Mills Place, Third Floor
Pasadena, CA 91105

OWNER

Safeway, Inc.
5918 Stoneridge Mall Rd
Pleasanton, CA 94588

PROJECT OVERVIEW

Location

<u>Location</u>	410 Manhattan Beach Boulevard (Vons)/1011 Valley Drive (Parking Lot)
<u>Area District</u>	III
<u>Legal Description</u>	Lots 9, 10, 11, and 12, Block 1, Tract No. 4795

Landuse

<u>General Plan</u>	Downtown Commercial
<u>Zoning</u>	CD – Downtown Commercial
<u>Existing Land Use</u>	Commercial building with paint and gutter contracting services
<u>Neighboring Zoning</u>	North CD – Downtown Commercial
	South RM – Medium Density Residential
	East RS – Single-family Residential (across Valley/Ardmore Veterans Parkway Open Space)
	West CD – Downtown Commercial

BACKGROUND

The subject property is located within the CD (Downtown Commercial) zone. The CD zone provides opportunities for residential, commercial, public and semipublic uses that are appropriate for the downtown area. This district is intended to accommodate a range of community businesses and to serve beach visitors.

The subject property is currently developed with three commercial buildings housing paint, rain gutter, and associated contracting businesses. The project proposes to demolish the existing buildings and construct a new 23-space parking lot to be used by Vons supermarket located in the adjacent property. The total aggregate parking area for the supermarket will be 91 stalls.

As a result of concerns expressed by neighbors, the applicant held an informational on-site neighborhood meeting with City Staff and neighbors in August of 2011 (Exhibit B). To address neighbor concerns, the applicant removed the proposed exit driveway on 10th Place from the proposed plans. Additionally, the City implemented a turn restriction for delivery trucks to restrict delivery truck traffic on 10th Place (Exhibit C). Neighbors were generally in support of the project once the changes were made to the plans.

DISCUSSION

Currently, the existing supermarket's total buildable floor area (BFA) is 19,393 square feet and is located on an approximately 50,000 square-foot parcel. The proposed parking lot expansion will expand the total land area to approximately 61,500 square feet. Pursuant to Section 10.16.020(B) of the Manhattan Beach Municipal Code (MBMC) a use permit is required for a single use or tenant project with more than 5,000 square feet of BFA or more than ten thousand 10,000 square feet of land area. Furthermore, pursuant to A.96.040 of the City's Local Coastal Program, a Coastal Development permit is required for the proposed project.

Parking Lot Expansion

The project proposes to add 11,470 square feet of area to the existing supermarket site. The parking expansion will be located adjacent to the corner of Valley Drive and 10th Place and extend along the rear building wall of the supermarket. Twenty-two standard-size parking spaces and one compact size parking space will be added for a total of 91 parking spaces serving the supermarket. Pursuant to MBMC Sections 10.64.030 and 10.64.050(A)(2), the existing supermarket is required to provide a minimum of 72 parking spaces. The proposed expansion is accessible only through the main supermarket parking lot and provides a 12-foot wide turn around area at the westernmost side of the parking lot.

Parking Lot Lighting

Proposed lighting will comply with MBMC Section 10.64.170, as it is intended to ensure that adequate lighting is provided for personal and traffic safety while protecting nearby residential uses from undue glare. These regulations include limits to the height of poles, minimum and maximum amount of illumination, and reduction of glare towards residential properties. The project proposes to install four light posts measuring 12 feet in height and mounted on a 3-foot concrete base (to

protect from vehicles). Light shields will be installed on all fixtures to prevent glare from shining beyond the parking lot property lines.

Landscaping

Pursuant to MBMC Section 10.60.070(D), a minimum of 1,342 square feet of landscaping is required for the proposed parking lot. This minimum includes the required 5 percent of the total parking area as well as a minimum 3-foot wide perimeter planter along the street property lines. The parking lot expansion proposes to provide a total of 4,294 square feet of landscaped area, 3,599 square feet (31 percent of total parking area) within private property and 838 square feet on the public right-of-way. The proposed perimeter planters exceed the minimum 3-foot width.

Additionally, the proposed landscaping plan features 11 new 24-inch box trees and 6 new 15-gallon trees to be installed along the street property line perimeter planter as well as in the planters along the southerly wall of the existing Vons building. The trees planted along said wall, as well as other vegetation, will act as a buffer to soften the height of the wall, which varies between 20 and 25 feet as measured from grade. All planting materials will be of low water use as required by MBMC 10.60.070.

Power Poles

As part of the parking expansion, the applicant proposes to remove the guy post located north of the driveway along Valley Drive as well as the relocation of the power pole south of the driveway. Said power pole will be relocated to the proposed planter just southwest of where the existing power pole is located. The relocated power pole will continue to tie into the existing power pole located adjacent to the southeast corner of the Vons building.

Power pole relocations are typically reviewed by the Parking and Public Improvements Commission in order to give residents notice and an opportunity to provide comments. Since this power pole relocation is part of a larger project and advertised through the public notice, the Planning Commission meeting provides residents a forum in which to comment. Those comments will be forwarded to the City Council and this portion of the project will be reviewed and action will be taken by the City Council.

Driveway Reconfiguration

As a result of the power pole relocation, the applicant proposes to reconfigure the driveway exiting onto Valley Drive. Currently, the two-way driveway has a small island separating the in-bound and out-bound lanes. The in-bound lane is configured perpendicular to Valley Drive; no change to the lane is proposed. The out-bound lane is currently approximately at a 45 degree angle relative to Valley Drive. The existing configuration creates safety concerns for two reasons: 1) drivers exiting onto Valley Drive are less likely to come to a complete stop prior to entering Valley Drive, and 2) since the angled exit allows for a faster entrance onto Valley Drive and decreases drivers' awareness of pedestrians traveling north on the sidewalk, there is a greater risk for a vehicle-pedestrian collision. Furthermore, the new parking lot and proposed improved sidewalks, as discussed in the next section, are anticipated to lead to an increase in pedestrian traffic.

The proposed driveway eliminates the island between the in-bound and out-bound lanes and reconfigures the out-bound lane to be perpendicular to Valley Drive. “Right Turn Only” and “Stop” will be painted on the pavement as well as posted on a sign at the driveway exit. The new configuration will require out-bound traffic to come to a complete stop prior to entering Valley Drive, which will reduce the opportunity of a vehicle-pedestrian or vehicle-vehicle collision.

Sidewalks

The proposed parking lot expansion includes improvements to the City’s sidewalks along Valley Drive and the addition of new sidewalk along 10th Place. Currently, a portion of the surface of the existing sidewalk along Valley Drive between Manhattan Beach Boulevard and existing Vons driveway dips down below the surface of the street. The applicant proposes to raise that portion to match the height of the top of the existing curb, which is approximately 6 inches above street level. Additionally, the project proposes to install a new 5-foot wide sidewalk along 10th Place. The replacement and new sidewalks will comply with all American with Disabilities Act (ADA) access requirements, including wheelchair ramps. Public Works Department recommends these improvements and will review and approve the final details of the plans.

Street Parking

The existing 10th Place right-of-way width is 50 feet wide and the street width is 18 feet. There is approximately 16 feet of right-of-way on either side of the street. Along the north side of 10th Place, between the edge of the street and the right-of-way boundary there is approximately 16 feet of dirt and it is currently used as perpendicular public parking. Public Works Department recommends that the proposed project improve the dirt parking area by installing curb, gutter, and six 8-foot wide by 22-foot long parallel parking spaces to minimize the loss of street parking.

City Street Vacation

There is currently a small, triangular piece of property adjacent to the driveway on along Valley Drive that is a previously dedicated portion of lot 12 (Exhibit D). Public Works Department proposes that this land be vacated by the City back to the property owner. This portion of the project is not within the jurisdiction of the Planning Commission and will be reviewed by the City Council.

Planning Commission Use Permit and Coastal Development Permit Authority

In accordance with Chapter 10.84 of the MBMC and Chapter A.84 of the Local Coastal Program, the Planning Commission conducts a public hearing and has the authority to approve, approve with conditions or deny the Use Permit. With any action the Use Permit findings must be considered (10.84.060 A and A.84.060 A), and conditions (10.84.070 and A.84.070) may be placed on an application. The Commission has the ability modify the proposal to meet the Use Permit purpose, findings, and criteria.

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 (Exhibit E). At the writing of this report, Staff did not receive additional public comments.

ENVIRONMENTAL REVIEW

The Project is Categorically Exempt from the requirements of the Department of Environmental Quality Act (CEQA), pursuant to Class 32, Section 15332 based on staff's determination that the change of use will not have a significant impact on the environment.

CONCLUSION

The applicant presented plans to both neighbors and City Staff. After holding a neighborhood meeting, the applicant revised the original plans to address concerns raised by both neighbors and City Staff.

Staff recommends that the Planning Commission **CONDUCT** the Public Hearing and **ADOPT** Resolution PC 11-XX approving the request to demolish the existing paint, rain gutter, and associated businesses to allow the construction of additional parking for the adjacent Vons supermarket.

Attachments:

- A. Draft Resolution No. PC 11-XX
- B. Neighborhood Meeting Notice and Correspondence
- C. Work Order for Truck Turn Restriction
- D. Proposed City Street Vacation
- E. Public Notice
- F. Plans

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RESOLUTION NO. PC 11-XX

RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF MANHATTAN BEACH APPROVING A COASTAL DEVELOPMENT PERMIT AND USE PERMIT TO REMOVE THE EXISTING PAINT, RAIN GUTTER, AND ASSOCIATED BUSINESSES AND BUILD ADDITIONAL PARKING FOR THE ADJACENT VONS SUPERMARKET AT 410 MANHATTAN BEACH BOULEVARD/1011 VALLEY DRIVE

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

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

- A. Pursuant to applicable law, the Planning Commission of the City of Manhattan Beach conducted a public hearing on November 9, 2011, received testimony, and considered an application for a use permit to allow the expansion of a parking lot for Vons supermarket located on the properties legally described as Lots 9, 10, 11, and 12, in Block 1, of Tract No. 4795, located at 410 Manhattan Beach Boulevard/1011 Valley Drive in the City of Manhattan Beach.
- B. The applicant for the subject project is Vons (Safeway Inc.).
- C. Pursuant to Manhattan Beach Municipal Code (MBMC) Section 10.16.030(B), a use permit is required for projects exceeding 10,000 square feet of land area.
- D. Pursuant to the Manhattan Beach Local Coastal Program, a Coastal Development permit is required for the proposed demolition of existing buildings and construction of the new parking lot.
- E. The subject properties or uses therein are currently not under a use permit.
- F. The project is Categorically Exempt (Class 32, Section 15332) from the requirements of the California Environmental Quality Act (CEQA).
- G. The project will not individually nor cumulatively have an adverse effect on wildlife resources, as defined in Section 711.2 of the Fish and Game Code.
- H. The General Plan designation for the property is Downtown Commercial. The General Plan encourages commercial uses such as this that serve City residents and visitors.
- I. The zoning designation for the property is CD (Downtown Commercial).
- J. The zoning districts surrounding the property are CD (Downtown Commercial) to the north and west, RM (Medium Density Residential) to the south, and RS (Single-family Residential) to the east.

- K. The existing land use for the property is commercial.
- L. Pursuant to Section 10.84.060 of the Manhattan Beach Municipal Code and Section A.84.060 of the Manhattan Beach Local Coastal Program, the following findings for the Use Permit are made:

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 existing contracting businesses are located in the Downtown Commercial district. The proposed parking lot expansion will serve a retail commercial use and is consistent with MBMC Section 10.16.010 which states that the district is intended to provide opportunities for residential, commercial, public, and semi-public uses intended to accommodate a broad range of community businesses as well as serve beach visitors.

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 parking lot expansion pose no detrimental effects to the public health, safety, or welfare of persons working on the proposed project site or on the adjacent properties. The proposed expansion will not be detrimental to properties or improvements in the vicinity or to the general welfare of the City.

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 and Policies of the General Plan:

Goal LU-6: Maintain the viability of the commercial areas of Manhattan Beach.

Policy 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.

Policy 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.

Policy LU-6.4: Recognize the unique qualities of mixed-use areas and balance the needs of both the commercial and residential uses.

Goal LU-7: Continue to support and encourage the viability of the Downtown area of Manhattan Beach.

Policy LU-7.1: Encourage the upgrading and growth of businesses in the Downtown area to serve as a center for the community and to meet the needs of local residents and visitors.

Policy LU-7.3: Support pedestrian-oriented improvements to increase accessibility in and around downtown.

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 parking lot expansion will comply with the conditions required for the district in which it is located.

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

The proposed parking lot expansion would not adversely impact nearby residential or commercial properties as they are related to traffic, parking, noise, vibration, odors, personal safety, or aesthetics, or create demands exceeding the capacity of public services and facilities. The proposed expansion will not affect the required on-site parking and will not create an additional demand for public services and facilities which cannot be mitigated.

- M. The project is consistent with the following policies of the Manhattan Beach Local Coastal Program:

Policy I.A.4: The City shall maintain the use of commercial alleys as secondary pedestrian access ways.

Policy I.B.3: The City shall encourage pedestrian and bicycle mode as a transportation means to the beach.

Policy I.C.3: The City shall encourage additional off-street parking to be concentrated for efficiency relative to the parking and traffic system.

SECTION 2. The Planning Commission of the City of Manhattan Beach hereby **APPROVES** the subject Use Permit and Coastal Development Permit subject to the following conditions:

1. The project shall be in substantial compliance with the submitted plans and project description as approved by the Planning Commission on November 9, 2011. Any substantial deviation from the approved plans and project description must be reviewed and approved by the Planning Commission.
2. The management of the property shall police the property and all areas adjacent to the parking lot during hours of operation to keep it free of litter and debris.

3. The operator of the facility shall provide adequate management and supervisory techniques to prevent loitering and other security concerns within the parking lot.
4. Landscaping and irrigation shall be designed and maintained per MBMC 10.60.070. Landscaping must be low water use plants per Water Use Classification of Landscape Species (WUCOLS) publication. Landscaping and irrigation plans must be submitted to and approved by the Community Development Department. Landscaping and irrigation must be installed per approved plans prior to final inspection approval.
5. Parking lot lighting must comply with MBMC Section 10.64.170 and plans must be submitted to and approved by the Community Development Department. Parking lot lighting shall be installed per approved plans prior to final inspection approval.
6. Parking must be free of charge to all users and is for supermarket employees and customers only. The parking lot shall only operate as associated with the adjacent supermarket site and not as a separate use.
7. Long term storage and loading of vehicles is not allowed.
8. Refuse receptacles shall be provided and regularly maintained within the parking lot expansion area, as reviewed and approved by the Community Development Department.
9. Shopping cart storage or accumulation is not permitted. Shopping carts must be gathered and returned to the front of the store on a regular basis.

Building Department

10. Project must comply with Standard Urban Stormwater Mitigation Plans (SUSMP) requirements as determined by the Building and Safety Division.
11. Property must provide handicap parking spaces as required by 2010 Building Code for the entire site. One additional ADA compliant handicap parking space must be added near the supermarket entrance per Building and Safety Division requirements.

Traffic Engineering

12. All pavement markings shall be white and dimensioned consistent with the appropriate current Caltrans Standard Plan details.
13. All signs shall be located and installed per current California Manual of Uniform Traffic Control Devices (CA MUTCD) guidelines.
14. All handicap accessible parking spaces shall be designed, signed and marked consistent with Caltrans Revised Standard Plans A90A and A90B.
15. Supermarket management shall install a “No Trucks” sign, not exceeding 4 feet in height, at the parking lot ramp entrance.
16. Supermarket management shall install and maintain “Right Turn Only” and “Stop” signs at the Valley Drive driveway exit as required by the City’s Traffic Engineer.

17. Supermarket management shall paint “Right Turn Only,” “Stop,” and a stop legend at the Valley Drive driveway exit as required by the City’s Traffic Engineer.
18. Landscaping shall be designed to maintain adequate visibility for motorists exiting onto Valley Drive and provide adequate clearance for vehicle and pedestrian visibility along Valley Drive.

Engineering (Public Works)

19. The existing sidewalk on the west side of Valley Drive between Manhattan Beach Boulevard and existing Vons driveway shall be replaced to be flush with the top of the curb. A handrail shall be provided if required by Public Works Department. A minimum 5-foot wide sidewalk on 10th Place shall be provided. ADA compliant ramps shall be provided at the Valley Drive driveway and at the corner of Valley Drive and 10th Place. Plans must be submitted to and approved by the Public Works Department and shall be installed per approved plans prior to final inspection approval.
20. Applicant shall submit plans and have City approval for the proposed power pole removal and relocation, as well as all related support posts, guy wires, or other appurtenances prior to installation.

Procedural

21. This Use Permit shall lapse two years after its date of approval, unless implemented or extended pursuant to 10.84.090 of the Municipal Code.
22. Pursuant to Public Resources Code section 21089(b) and Fish and Game Code section 711.4(c), the project is not operative, vested or final until the required filing fees are paid.
23. The applicant agrees, as a condition of approval of this project, to pay for all reasonable legal and expert fees and expenses of the City of Manhattan Beach, in defending any legal actions associated with the approval of this project brought against the City. In the event such a legal action is filed against the project, the City shall estimate its expenses for the litigation. Applicant shall deposit said amount with the City or enter into an agreement with the City to pay such expenses as they become due.
24. At any time in the future, the Planning Commission or City Council may review the Use Permit for the purposes of revocation or modification. Modification may consist of conditions deemed reasonable to mitigate or alleviate impacts to adjacent land uses.

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

I hereby certify that the foregoing is a full, true, and correct copy of the Resolution as adopted by the Planning Commission at its regular meeting of November 9, 2011 and that said Resolution was adopted by the following vote:

AYES:

NOES:

ABSTAIN:

ABSENT:

RICHARD THOMPSON,
Secretary to the Planning Commission

Sarah Boeschen
Recording Secretary

CITY OF MANHATTAN BEACH

NOTICE OF NEIGHBORHOOD MEETING TO REVIEW AND DISCUSS A PROPOSAL BY VONS MARKET TO REPLACE THE EXISTING PAINT AND RAIN GUTTER BUSINESS WITH A PARKING LOT WITH VEHICULAR ACCESS OFF OF 10TH PLACE. THE APPLICANT IS SEEKING NEIGHBORHOOD COMMENTS BEFORE FINALIZING THEIR PLANS

Applicant: VONS

Project

Description: Replace the existing paint and rain gutter business with a parking lot with vehicular access off of 10th Place.

Location: 410 Manhattan Beach Blvd / 1011 Valley Dr.

Project

Planner: Esteban Danna, 310-802-5514, edanna@citymb.info

Meeting Date: Tuesday, August 30, 2011

Time: 6:30 p.m.

Meeting

Location: At 401-10th Place (The meeting will be held in the garage accessible from 10th Place) which is located across from the proposed parking lot.

For further information contact the project Planner. The project file is available for review at the Community Development Department at City Hall.

EXHIBIT B
PC Mtg. 11/9/11

Esteban M. Danna

From: Miller, Steve G <SGMiller@DIRECTV.com>
Sent: Wednesday, August 17, 2011 12:38 PM
To: Esteban M. Danna
Subject: I am vehemently opposed to VONS putting a Parking Lot off of 10th Place
Importance: High

Esteban

I just received the meeting notice regarding VONS putting a Parking Lot off of 10th Place and I am vehemently opposed to VONS putting a Parking Lot off of 10th Place.

Unfortunately, I cannot attend the meeting on 8/30/2011.

I reside at 413 10th Street and have a tenant renting from me at 412 10th Place.

My reasons are as follows:

1. The vehicular access off of 10th place will bring a lot more excessive traffic and congestion to an already narrow and crumbling road. A lot of children play there and people let their cats out and more cars means more of a chance that an animal loses its life.
2. The neighborhood will lose parking spaces that they currently have.
3. I for one having lived here for 13 years have never seen VONS parking lot anywhere near filled up, so I don't see the need for more parking.

Perhaps VONS should consider making the area more scenic, like a park. Do we really want downtown Manhattan Beach to be remembered as one giant VONS?

I think we should be remembered as a simply beach town.

Can you please or have someone present my views at the meeting.

Thanks

Steven Glen Miller
(310) 964-3439

Heather George & Scott Valor
421 10th Street
Manhattan Beach, California 90266
310-922-2376 scottvalor@hotmail.com

August 25, 2011

To: City of Manhattan Beach City Council Members & Planning Dept. Staff
Via E-mail: citycouncil@citymb.info, rthompson@citymb.info
dcarmany@citymb.info, edanna@citymb.info

Re: Proposed Parking Lot Expansion's Entrance/Exit on 10th Place: Oppose

We write in opposition to the proposed entrance/exit from Vons on 10th Place. We live at 421 10th Street and our driveway, where our vehicles are parked, is on 421 10th Place, directly south of Vons and the proposed parking addition, which is currently occupied by Rick's Rain Gutters. We will not be able to attend the public meeting on August 30th at 401 10th Place.

It seems apparent that whoever proposed the entrance/exit from Vons to 10th Place did so based on viewing a map of downtown and making assumptions about traffic behavior, rather than having actual knowledge of the width of 10th Place or observing the current traffic situation.

As fifteen-year residents who regularly work at home, we have the opportunity to observe traffic behavior on 10th Place throughout a typical weekday, during weekends, and on special event days. In short, the traffic on 10th Place is already too heavy for the narrow road and the addition of an entrance/exit to Vons will only exacerbate that problem.

The road on 10th Place is too narrow for two-way traffic. On a typical day, one vehicle will have to yield to an oncoming vehicle by swerving into a private driveway. During non-peak hours, this does not pose a problem, unless the driveways are full of cars. However, as is often the case, the driveways have parked cars that extend almost to the property line, thereby blocking any chance of a car to turn in, forcing it to back up.

During peak traffic hours (between 8 am and 10 am, between 4 pm and 6 pm), the problem grows worse as a line of two or three cars can often meet with another line of two or three cars coming in the opposite direction. The result is a temporary blocking of the road until the cars can back up or turn into a driveway.

Even during lower traffic hours, the street can be blocked by larger service vehicles including delivery trucks, UPS/Fed Ex trucks, and Waste Management trucks.

Because of the narrow throughway and attempts by vehicles to yield to one another, cars legally parked on their own property, but at the edge of the throughway, have been hit and damaged.

On weekends, particularly when bigger events take place, such as sidewalk sales, the fireworks night, the Hometown Fair weekend, the Manhattan Open weekend, the Six-Man Tournament weekend, etc. there is a scramble by non-residents to find parking anywhere they can. Vons is forced to hire a parking monitor and the traffic in and out of its store is heavy. People regularly turn down 10th Place in an attempt to find anywhere to park, often driving too fast for the narrow road. Adding an entrance/exit to 10th Place will only increase the traffic problems that already exist there.

A reasonable option exists: widen the entrance/exit at Valley or add an additional entrance/exit on that street. Valley is a two-lane, one-way street that offers a safe opportunity to enter/exit due to the traffic light system that controls the flow of vehicles. An additional entrance/exit closer to Manhattan Beach Blvd. will offer vehicles entering Vons the opportunity to turn in there or proceed to the existing entrance/exit closer to 10th Place (and thus closer to the proposed extended parking space that is now Rick's Rain Gutters).

At the very least, a comprehensive traffic study should be conducted on 10th Place so that city officials may see the limited volume that the narrow street can handle.

We also understand that the dirt parking area immediately south of and adjacent to the proposed expansion will be eliminated. This area is vital residential parking that, if removed, will force residents and guests to seek parking well away from our homes. Contrary to the belief of some, this parking is not primarily for the workers of Rick's Rain Gutters. Long ago that company provided space on its property at the corner of Valley and 10th Place for its employees. The vast majority of the dirt parking spots are used by residents and occasionally by visitors and local shoppers.

Thank you for your consideration of these observations. If you have any questions or would like clarification, you may contact us at 310-922-2376 or scottvalor@hotmail.com .

Sincerely,



Scott Valor

Heather George

TO: City of Manhattan Beach Planning Department, City Manager, and Members of
Manhattan Beach City Council

RE: Opposition to Vons Parking lot entrance and/or exit on 10th Place

August 30th, 2011

As a current resident at 328 11th Street for over 17 years I have enjoyed watching our City's downtown area grow and flourish into a vibrant community of shops and restaurants. As with any small community, solutions for downtown area parking and traffic are challenging, but with proper planning and mitigation, balanced solutions are within reach.

The recent proposal by Vons to build a new parking lot and exit employee/customer traffic on the 10th Place alley caused deep concern for my neighbors and me. The idea of adding more cars into an already congested neighborhood, while at the same time losing a handful of legal "72-hour" residential parking spots, *just didn't seem like a good idea.*

After talking with my neighbors, I met with City Staff on Wednesday August 24th to review the proposed plan and ascertain exactly what was being considered. As I reviewed the proposed parking lot and plan to exit traffic in both directions into the 10th Place alley, it was clear these plans were likely developed with careful consideration of minimum street width and turning radius criteria to optimize the lot but without real knowledge or understanding of actual neighborhood conditions. As we discussed the proposal, I was disappointed to learn how little was understood about existing traffic and parking patterns in this area and the high level of uncertainty regarding future traffic conditions should the project be approved.

I offer a few points of clarification for consideration. First, the idea that the existing "dirt" parking is used primarily by those working in the existing commercial facility is simply incorrect. These spaces have been used primarily by residents for over 20+ years and the commercial facility has parking for its employee's onsite. The permanent loss of these spaces is a significant adverse impact to local residents and mitigation should be considered, if realized. Second, the idea that a Vons parking lot will bring "less" traffic into our neighborhood is simply not supported by traffic count data and should not be asserted by Staff to support the project.

In addition, although the loss of residential parking is a concern, the idea of giving cars and additional entrance into an already congested alley is dangerous and should be studied very carefully prior to implementation. The 10th Place alley does not currently support two-way traffic, has no sidewalks, and is used as a direct thoroughfare for beachgoers using City Lot 7. The alley is also used by pedestrians who park east of Valley/Ardmore who want to avoid the congestion of MBB. Additional traffic and pedestrian studies should be completed to understand potential future conditions and if mitigation measure could be implemented such that impacts to residents are reduced or eliminated.

Finally, I offer the following bullet points of existing traffic observations for your consideration:

- Vehicles often speed through these small streets to avoid existing downtown traffic.
- Local delivery trucks often partially block the alley for several minutes multiple times a day.
- 10th Place west of the proposed parking lot has driveways on both sides with cars routinely backing into the alley.
- The T-intersection with Morningside Drive requires cars to wait before making the turn as current conditions only support one-way traffic.
- The blind intersection at 10th Place and Crest Drive is already dangerous. Vehicles and Pedestrians share Crest Drive as an access route to downtown and are not required to stop when passing 10th Place. Unfortunately, many vehicles using the 10th Place alley do not come to a full stop prior to turning onto Crest Drive.
- The intersection of Morningside Drive and MBB also does not allow for two-way traffic south of MBB and is OFTEN blocked with commercial delivery trucks.

The addition of vehicles at any of the above intersections / streets will likely have a significant adverse impact to traffic level of service and mitigation measures should be considered to reduce this impact to below a level of significance, if possible. In my opinion, commercial interests on 10th Place should be carefully considered by the City as this area is the interface between commercial and residential properties and both interests should be balanced.

I hope the City carefully considers the proposal by Vons and spends the effort to develop a balanced solution through a thoughtful planning process and does not simply rely on inaccurate assumptions of traffic and parking patterns in our neighborhood. Unfortunately, I will be out of town and unable to make the public meeting on August 30th at 401 10th Place, but hope I am given another chance to discuss this project.

Respectfully,



Jim Burton
328 11th Street
Manhattan Beach, CA 90266
jburtonmb@gmail.com

Esteban M. Danna

From: Portia Cohen <portiapcohen@gmail.com>
Sent: Friday, September 09, 2011 10:51 AM
To: Scott Valor; Heather George; Portia Cohen; Andy Cohen; Jim Burton; Sherry & Barry Goldman; bobalobob@dslextre.me.com; georgejkallis@gmail.com; Damira Bacik; Milo Bacik; Carolyn Gagnon; Sam Standridge; jprice354@yahoo.com; krobinson@makingit.com; smiller90@verizon.net; don@carpenterconstruction.com; tkozakrealtor@roadrunner.com; bjoleary@hotmail.com; edaviswasp@aol.com; brian.erickson@mattel.com; xlinkman@aol.com; dholman99@gmail.com; Krupal & Allisen Patel; theclayhouse@verizon.com; Barry Goldman
Cc: Richard Thompson; Esteban M. Danna; Laurie B. Jester; David N. Carmany; List - City Council; jacki.hampton@safeway.com; mike.alba@safeway.com; aneff@dlrgroup.com
Subject: Von's Parking Lot Renovation Plans
Attachments: page1image20512.png; page1image20784.png; page1image21056.png; page1image21328.png; page1image21600.png; page1image21872.png; page1image22144.png; page1image22416.png; page1image22688.png

Dear Tenth Place and Street Neighbors, City Representatives & Staff, and Von's Representatives,

Thank you so very much for attending our August 30th neighborhood meeting to discuss Von's proposal to renovate its parking lot.

We had about 30 of us at the meeting, including neighbors, Von's reps, City staff and a councilmember, and local press. Our issue was covered in the Beach Reporter and the Easy Reader in their September 1st editions.

It was a productive meeting for all. Together, we reviewed the design plans, and observed the physicality of 10th street. We discussed the interests of Von's, the City, and the Neighborhood Residents.

The Neighborhood Residents made clear to the City and Von's that we are delighted and supportive of the plan to improve the aesthetics of Von's lot. The residents also made clear our consensus on traffic and safety concerns, and our opposition to any ingress or egress onto 10th Place.

While there are a few issues where we have differing views, such as whether or not street parking should be preserved, we are confident that we will come to a compromise.

Von's goal for its renovation is to replace the paint and gutter businesses with a parking lot for its employee only. This would free up the existing parking for customers. This makes sense and residents support it. The only aspect of this plan that must be changed is the proposed new access from this new parking lot onto 10th Place. According to Von's, there is not enough room for the number of parking spaces it would like to create for its employees without allowing employee cars to exit onto 10th Place. Part of the reason is that city code requires landscaping on the new parking lot, and that takes up room. But this can be remedied in several alternative ways without allowing access to 10th street. And that good news. There are ways to work

around the physical constraints, and still meet Von's goals, the city's requirements, and the neighborhood's interests.

We discussed several options, and the general consensus was that the best option for all three stakeholders (Von's, City, Neighborhood) is the following:

The City would grant Von's the right to encroach upon and use part of the public right-of-way property on 10th Place, so that cars can turn around within the Von's parking lot and exit out of the current Valley Street exit.

This resonated with all three stakeholders. There are other possible ways to achieve compromise interests, as well. Neighbor resident Krupal Patel has crafted one that looks very promising as an alternative, and should be reviewed with the city and Von's.

The process going forward is likely to take months. The City Planning Department will work with Von's to reconfigure the plans. The city will keep us informed, and hold a follow-up meeting with neighborhood residents and Von's once new plans have been developed. The new plans will then go before the Planning Commission at a public meeting we all may attend. Notice will go out for this in the local papers and on the city website (www.cityymb.info - you can sign up to get automatic notice of the Planning Commission meeting). The city planner handling this project is Esteban Danna, copied above.

In the meantime, let's keep each other informed of any news, or good ideas, etc. Below, I have copied several letters our neighbors submitted to the City on this topic. Please share this email with other neighbors who may not be included above, and kindly forward their contact information to me so that I can include them in forthcoming communications.

Again, many thanks to neighbors, city folks and Von's reps for a great meeting (of the minds),

Portia

Portia Cohen
portiapcohen@gmail.com
310.991.7366

Heather George & Scott Valor 421 10th Street

Manhattan Beach, California 90266
310-922-2376 scottvalor@hotmail.com

August 25, 2011

To: City of Manhattan Beach City Council Members & Planning Dept. Staff Via E-mail:
citycouncil@cityymb.info, rthompson@cityymb.info dcarmany@cityymb.info, edanna@cityymb.info

Re: Proposed Parking Lot Expansion's Entrance/Exit on 10th Place: Oppose

We write in opposition to the proposed entrance/exit from Vons on 10th Place. We live at 421 10th Street and our driveway, where our vehicles are parked, is on 421 10th Place, directly south

of Vons and the proposed parking addition, which is currently occupied by Rick's Rain Gutters. We will not be able to attend the public meeting on August 30th at 401 10th Place.

It seems apparent that whoever proposed the entrance/exit from Vons to 10th Place did so based on viewing a map of downtown and making assumptions about traffic behavior, rather than having actual knowledge of the width of 10th Place or observing the current traffic situation.

As fifteen-year residents who regularly work at home, we have the opportunity to observe traffic behavior on 10th Place throughout a typical weekday, during weekends, and on special event days. In short, the traffic on 10th Place is already too heavy for the narrow road and the addition of an entrance/exit to Vons will only exacerbate that problem.

The road on 10th Place is too narrow for two-way traffic. On a typical day, one vehicle will have to yield to an oncoming vehicle by swerving into a private driveway. During non-peak hours, this does not pose a problem, unless the driveways are full of cars. However, as is often the case, the driveways have parked cars that extend almost to the property line, thereby blocking any chance of a car to turn in, forcing it to back up.

During peak traffic hours (between 8 am and 10 am, between 4 pm and 6 pm), the problem grows worse as a line of two or three cars can often meet with another line of two or three cars coming in the opposite direction. The result is a temporary blocking of the road until the cars can back up or turn into a driveway.

Even during lower traffic hours, the street can be blocked by larger service vehicles including delivery trucks, UPS/Fed Ex trucks, and Waste Management trucks.

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Because of the narrow throughway and attempts by vehicles to yield to one another, cars legally parked on their own property, but at the edge of the throughway, have been hit and damaged.

On weekends, particularly when bigger events take place, such as sidewalk sales, the fireworks night, the Hometown Fair weekend, the Manhattan Open weekend, the Six-Man Tournament weekend, etc. there is a scramble by non-residents to find parking anywhere they can. Vons is forced to hire a parking monitor and the traffic in and out of its store is heavy. People regularly turn down 10th Place in an attempt to find anywhere to park, often driving too fast for the narrow road. Adding an entrance/exit to 10th Place will only increase the traffic problems that already exist there.

A reasonable option exists: widen the entrance/exit at Valley or add an additional entrance/exit on that street. Valley is a two-lane, one-way street that offers a safe opportunity to enter/exit due to the traffic light system that controls the flow of vehicles. An additional entrance/exit closer to

Manhattan Beach Blvd. will offer vehicles entering Vons the opportunity to turn in there or proceed to the existing entrance/exit closer to 10th Place (and thus closer to the proposed extended parking space that is now Rick's Rain Gutters).

At the very least, a comprehensive traffic study should be conducted on 10th Place so that city officials may see the limited volume that the narrow street can handle.

We also understand that the dirt parking area immediately south of and adjacent to the proposed expansion will be eliminated. This area is vital residential parking that, if removed, will force residents and guests to seek parking well away from our homes. Contrary to the belief of some, this parking is not primarily for the workers of Rick's Rain Gutters. Long ago that company provided space on its property at the corner of Valley and 10th Place for its employees. The vast majority of the dirt parking spots are used by residents and occasionally by visitors and local shoppers.

Thank you for your consideration of these observations. If you have any questions or would like clarification, you may contact us at 310-922-2376 or scottvalor@hotmail.com.

Sincerely,

Scott Valor Heather George

City of Manhattan Beach Planning Department, City Manager, and Members of Manhattan Beach City Council

RE: Opposition to Vons Parking lot entrance and/or exit on 10th Place

August 30th, 2011

As a current resident at 328 11th Street for over 17 years I have enjoyed watching our City's downtown area grow and flourish into a vibrant community of shops and restaurants. As with any small community, solutions for downtown area parking and traffic are challenging, but with proper planning and mitigation, balanced solutions are within reach.

The recent proposal by Vons to build a new parking lot and exit employee/customer traffic on the 10th Place alley caused deep concern for my neighbors and me. The idea of adding more cars into an already congested neighborhood, while at the same time losing a handful of legal "72-hour" residential parking spots, *just didn't seem like a good idea.*

After talking with my neighbors, I met with City Staff on Wednesday August 24th to review the proposed plan and ascertain exactly what was being considered. As I reviewed the proposed parking lot and plan to exit traffic in both directions into the 10th Place alley, it was clear these plans were likely developed with careful consideration of minimum street width and turning radius criteria to optimize the lot but without real knowledge or understanding of actual neighborhood conditions. As we discussed the proposal, I was disappointed to learn how little was understood about existing traffic and parking

patterns in this area and the high level of uncertainty regarding future traffic conditions should the project be approved.

I offer a few points of clarification for consideration. First, the idea that the existing “dirt” parking is used primarily by those working in the existing commercial facility is simply incorrect. These spaces have been used primarily by residents for over 20+ years and the commercial facility has parking for its employee’s onsite. The permanent loss of these spaces is a significant adverse impact to local residents and mitigation should be considered, if realized. Second, the idea that a Vons parking lot will bring “less” traffic into our neighborhood is simply not support by traffic count data and should not be asserted by Staff to support the project.

In addition, although the loss of residential parking is a concern, the idea of giving cars and additional entrance into an already congested alley is dangerous and should be studied very carefully prior to implementation. The 10th Place alley does not currently support two-way traffic, has no sidewalks, and is used as a direct thoroughfare for beachgoers using City Lot 7. The alley is also used by pedestrians who park east of Valley/Ardmore who want to avoid the congestion of MBB. Additional traffic and pedestrian studies should be completed to understand potential future conditions and if mitigation measure could be implemented such that impacts to residents are reduced or eliminated.

Finally, I offer the following bullet points of existing traffic observations for your consideration:

- Vehicles often speed through these small streets to avoid existing downtown traffic.
- Local delivery trucks often partially block the alley for several minutes multiple times a day.
- 10th Place west of the proposed parking lot has driveways on both sides with cars routinely backing into the alley.
- The T-intersection with Morningside Drive requires cars to wait before making the turn as current conditions only support one-way traffic.
- The blind intersection at 10th Place and Crest Drive is already dangerous. Vehicles and Pedestrians share Crest Drive as an access route to downtown and are not required to stop when passing 10th Place. Unfortunately, many vehicles using the 10th Place alley do not come to a full stop prior to turning onto Crest Drive.
- The intersection of Morningside Drive and MBB also does not allow for two-way traffic south of MBB and is OFTEN blocked with commercial delivery trucks.

The addition of vehicles at any of the above intersections / streets will likely have a significant adverse impact to traffic level of service and mitigation measures should be considered to reduce this impact to below a level of significance, if possible. In my opinion, commercial interests on 10th Place should be carefully considered by the City as this area is the interface between commercial and residential properties and both interests should be balanced.

I hope the City carefully considers the proposal by Vons and spends the effort to develop a balanced solution through a thoughtful planning process and does not simply rely on inaccurate assumptions of traffic and parking patterns in our neighborhood. Unfortunately, I will be out of town and unable to make the public meeting on August 30th at 401 10th Place, but hope I am given another chance to discuss this project.

Respectfully,

Jim Burton
328 11th Street
Manhattan Beach, CA 90266 jburtomb@gmail.com

STOP the CITY from allowing Von's to create an Exit/Entrance on 10th Place!!!

Dear 10th Place Neighbor:

We need your help for our residents on and in the vicinity of 10th Place, in back of Von's. Please come (and bring other neighbors) to an important neighborhood meeting with the City, to be held on:

TUESDAY, AUGUST 30th 6:30 PM at 401 10th Place/garage area, Andy and Portia Cohen residence *

Here is what is at stake for us: Von's has submitted design plans to the City to replace the paint and rain gutter businesses with an expanded parking lot. This plan is fine....
HOWEVER: The City is also considering allowing Von's to create INGRESS/EGRESS (Exit and/or Entrance) OFF OF 10TH PLACE -- and this would be AWFUL for us residents!

An entrance/exit on 10th Place will severely burden the residents by substantially increasing the TRAFFIC, NOISE & POLLUTION 24/7-- and all the **SAFETY ISSUES, NUISANCES** and **BURDENS** that we already know too well, being the thoroughfare for downtown employees. Not only would it **DIMINISH** our **GENERAL WELFARE**, it would depreciate our PROPERTY VALUES!!!

The bottom line is that we need you to tell the city that **THE CITY CANNOT SACRIFICE ITS 10th STREET RESIDENTS** in exchange for general improvements just because a business wants something.

THE CITY HAS THE RESPONSIBILITY TO PROTECT ITS RESIDENTS!!! We are the voting constituents!

THE BEST SOLUTION for the City, the 10th Place & vicinity residents, and for Von's, would be for the city to approve the Von's expanded parking lot **WITHOUT** a new entrance/exit onto 10th.

For detail about the proposed plan, call the City's Director of Community Development who is in charge of getting this project through, Richard Thompson, at 310.803.5502. Please email your objection to city councilmembers, the director of planning, and our city manager at the following: citycouncil@citymb.info, rthompson@citymb.info, dcarmany@citymb.info

Please come to our meeting on the 30th -- A large and vocal group is our best shot to protect our neighborhood.

Thank you in advance! ... Portia and Andy Cohen ... 401 10th Place... portiapcohen@gmail.com

CITY OF MANHATTAN BEACH

NOTICE OF NEIGHBORHOOD MEETING TO REVIEW AND DISCUSS A PROPOSAL BY VONS MARKET TO REPLACE THE EXISTING PAINT AND RAIN GUTTER BUSINESS WITH A PARKING LOT WITH VEHICULAR ACCESS OFF OF 10TH PLACE. THE APPLICANT IS SEEKING NEIGHBORHOOD COMMENTS BEFORE FINALIZING THEIR PLANS

Applicant: Von's

Project

Description: Replace the existing paint and rain gutter business with a parking lot with vehicular access off of 10th Place.

Location: 410 Manhattan Beach Blvd / 1011 Valley Dr.

Project

Planner: Esteban Danna, 310-802-5514, edanna@citymb.info

Meeting Date: Tuesday, August 30, 2011

Time: 6:30 p.m.

Location: At 401-10th Place (The meeting will be held in the garage accessible from 10th Place) which is located across from the proposed parking lot.

For further information contact the project Planner. The project file is available for review at the Community Development Department at City Hall.



CITY OF MANHATTAN BEACH

PUBLIC WORKS SERVICE REQUEST

DATE: September 6, 2011

TO: Juan Price, Maintenance Superintendent

FROM: Clay Curtin, Management Analyst

BY: Jack Rydell, Traffic Engineer

SUBJECT: Install Truck Turn Prohibition Signs
Valley Drive north of 10th Place

DESCRIPTION:

Please install a new sign cluster comprised of M4-4 ("TRUCK"), R20D-1 ("OVER 3 TONS") and R3-1 (No Right Turn) signs on the west side of Valley Drive north of 10th Place as shown below. Please use the following sign sizes or an equivalent combination sign: M4-4 (24" x 12"); R20D-1 ("24" x 6"); R3-1 (24" x 24").

LOCATION MAP / SKETCH:

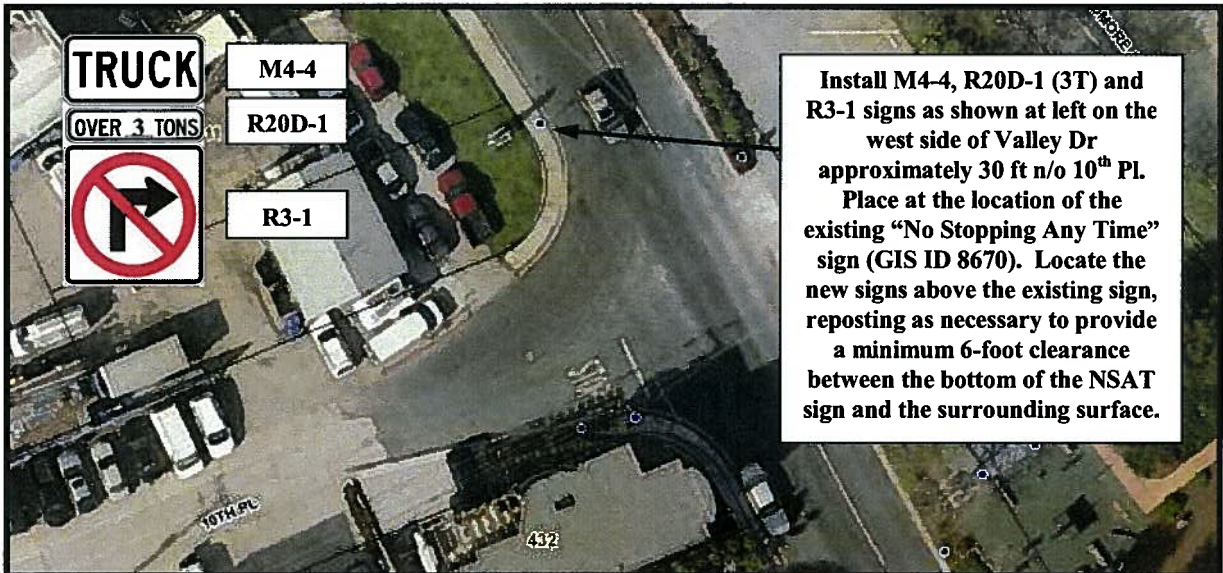


EXHIBIT C
PC Mtg. 11/9/11

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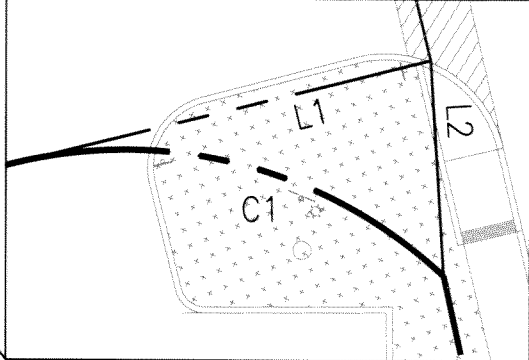
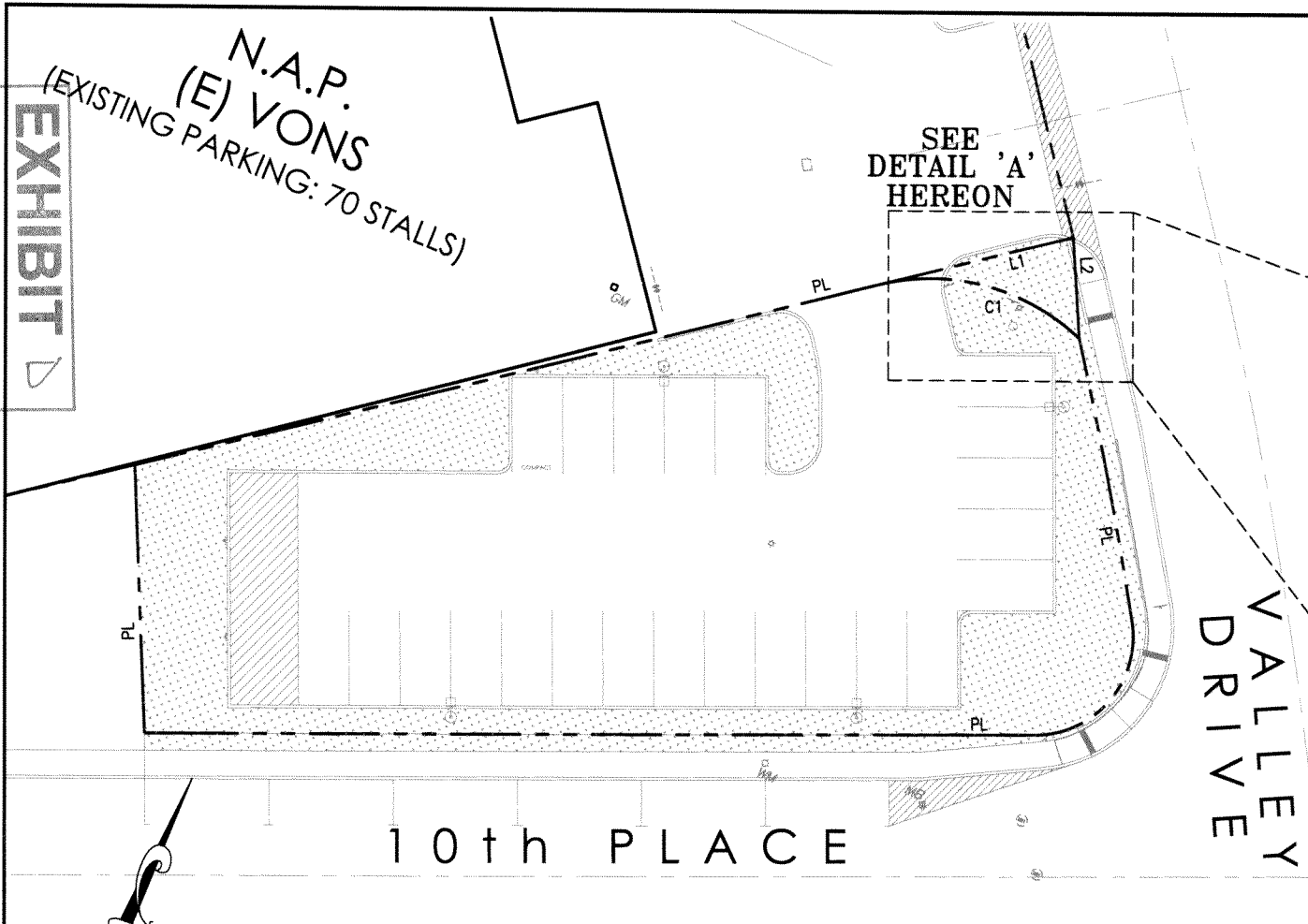
RC Mtg. 11/9/11
EXHIBIT D

N.A.P.
 (E) VONS
 (EXISTING PARKING: 70 STALLS)

SEE
 DETAIL 'A'
 HEREON

LINE TABLE		
LINE	LENGTH	BEARING
L1	35.50'	N53°41'47"E
L2	17.80'	S25°51'35"E

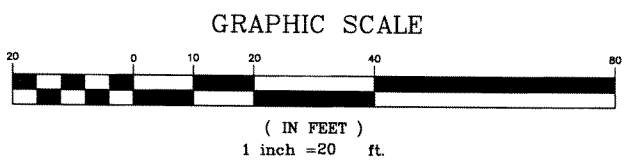
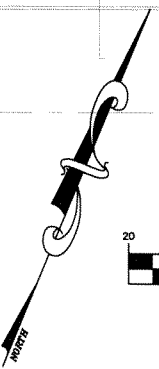
CURVE TABLE				
CURVE	LENGTH	RADIUS	DELTA	TANGENT
C1	38.27'	38.50'	56°57'24"	20.88




DETAIL 'A'
 SCALE: 1"=10'

10th PLACE

VALLEY
 DRIVE



CIVIL ENGINEER:

 NA & Associates, Inc.
 16 TECHNOLOGY DR. #115 IRVINE, CA 92618
 PHONE: (949) 753-0600 FAX: (949) 753-0660

MEETS AND BOUNDS

SAFEWAY
 STORE NO. 2275
 LOCATED AT
 410 MANHATTAN BEACH BLVD.
 MANHATTAN BEACH, CALIFORNIA 90266

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CITY OF MANHATTAN BEACH

NOTICE OF A PUBLIC HEARING BEFORE THE PLANNING COMMISSION OF
THE CITY OF MANHATTAN BEACH TO CONSIDER AN APPLICATION FOR A
NEW COASTAL DEVELOPMENT AND USE PERMIT TO REPLACE THE EXISTING
PAINT AND RAIN GUTTER BUSINESS WITH A PARKING LOT FOR THE ADJACENT
VONS SUPERMARKET LOCATED AT 410 MANHATTAN BEACH BLVD

Applicant: Vons (Safeway Inc.)
Filing Date: June 13, 2011

Project Location: 410 Manhattan Beach Blvd

Project Description: Application for a new Use Permit to demolish the existing paint and rain gutter business and build additional parking for the adjacent Vons supermarket, including removal and relocation of power poles, sidewalk renovation along Valley Drive and construction of a new sidewalk with public parking along 10th Place.

Environmental Determination: This project is Categorically Exempt, Class 32, Section 15332, California Environmental Quality Act (CEQA) Guidelines.

Project Planner: Esteban Danna, 310-802-5514, edanna@citymb.info

Public Hearing Date: Wednesday, November 9, 2011
Time: 6:30 p.m.
Location: Council Chambers, City Hall, 1400 Highland Avenue, Manhattan Beach

Further Information: Proponents and opponents may be heard at that time. For further information contact project Planner. The project file is available for review at the Community Development Department at City Hall.

A Staff Report will be available for public review at the Civic Center Library on Saturday, November 5, 2011, or at the Community Development Department on Monday, November 7, 2011, or City website: <http://www.citymb.info> on Friday November 4, 2011 after 5 p.m.

Public Comments: Anyone wishing to provide written comments for inclusion in the Staff Report must do so by November 2, 2011. Written comments received after this date will be forwarded to the Planning Commission at, or prior to, the public hearing, but will not be addressed in the Staff Report. Oral and written testimony will be received during the public hearing.

Appeals: The Planning Commission's decision is appealable to the Manhattan Beach City Council within 15 days from the date of the Planning Commission's decision, of the City's final action. Appeals to the City Council shall be accompanied by a fee in the amount of \$500.

If you challenge the proposed actions in court, you may be limited to raising only those issues you or someone else raised at the public hearing described in this Notice, or in correspondence delivered to the Planning Commission at, or prior to the public hearing.

Mail: October 24, 2011
Publish: October 27, 2011 – Beach Reporter

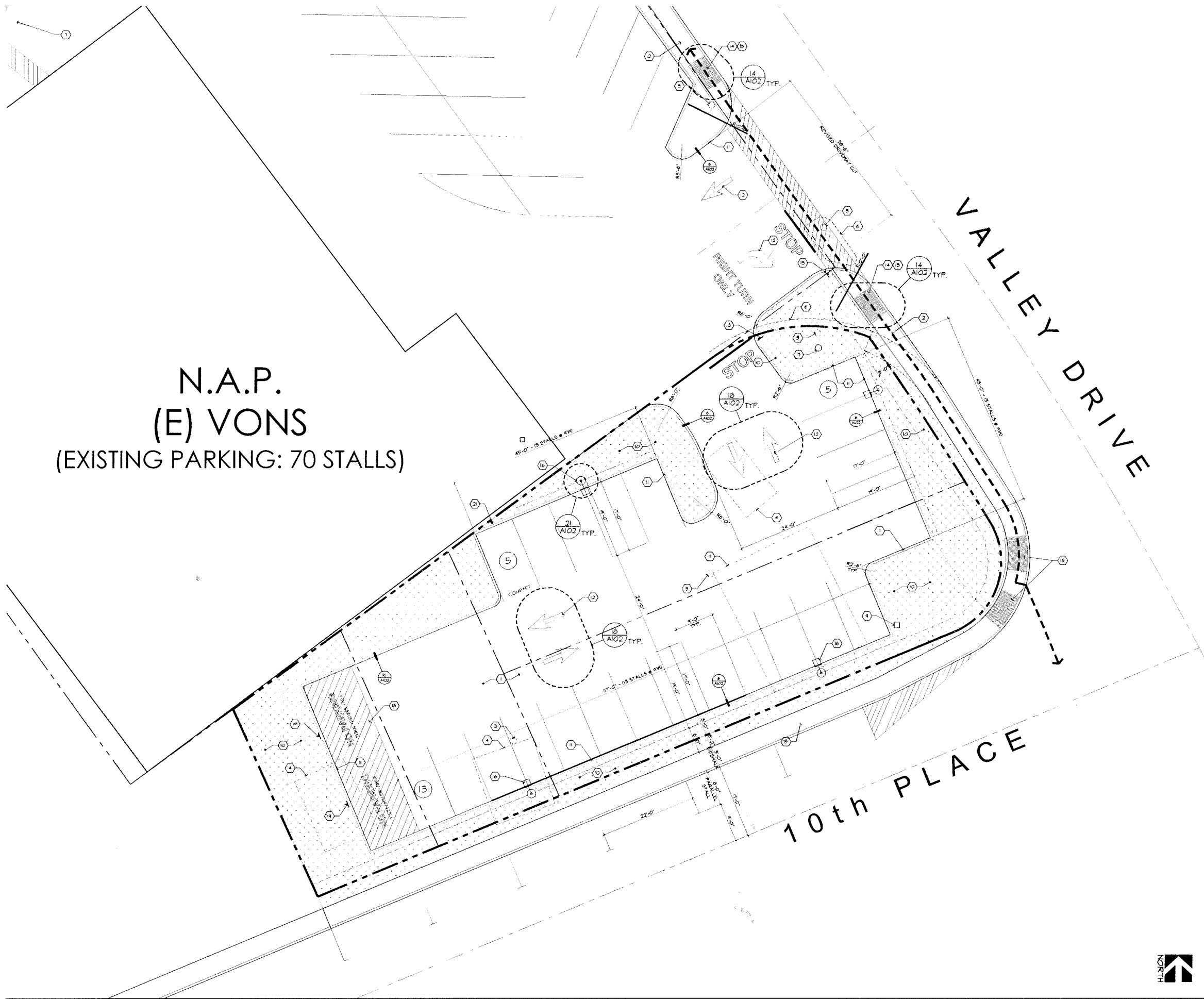


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N.A.P.
(E) VONS
(EXISTING PARKING: 70 STALLS)



- KEY NOTES**
1. A.C. PAVING SEE CIVIL. ENTIRE AREA OF PARKING STALL AND LOADING ZONES SHALL NOT EXCEED A GRADE OF 1.50 (2% SLOPE).
 2. PATH OF TRAVEL FROM PUBLIC WAY. MAX 2% SLOPE IS MAX 2% GROSS SLOPE. TYP. PATH OF TRAVEL SHALL MAINTAIN A MIN OF 4'-0" CLEAR WIDTH. SEE REFERENCE SITE PLAN ON SHEET A101 FOR CONTINUATION OF PATH OF TRAVEL TO PUBLIC WAY.
 3. EXISTING PARKING LIGHT POLE TO BE REMOVED. SEE PLAN FOR NEW LOCATIONS.
 4. EXISTING STRUCTURES TO BE REMOVED.
 5. EXISTING POWER POLE TO BE REMOVED. SEE "SCF" PLANS AND STANDARDS FOR POWER POLE RELOCATION REQUIREMENTS.
 6. EXISTING CONCRETE WALKWAY AND CURB TO BE REMOVED.
 7. EXISTING ACCESSIBLE PARKING SPACES AT FRONT OF VONS STORE. NEW STALL TO BE ADDED AS A RESULT OF NEW PARKING AREA.
 8. EXISTING WATER METER TO BE RELOCATED.
 9. BACKFLOW DEVICE FOR IRRIGATION.
 10. PROPOSED LANDSCAPED AREA.
 11. PROPOSED 6" CONC. CURB. SEE CIVIL DWS.
 12. PROPOSED PAINTED DIRECTIONAL ARROWS.
 13. PROVIDE STOP SIGN TYP.
 14. CURB RAMP PER CITY STANDARDS. SEE CIVIL DWS.
 15. TRUNCATED DORIES AT 0' CURB AREA.
 16. PROPOSED PARKING LIGHT POLE. SEE ELECTRICAL DRAWINGS. FULL CUT-OFF FIXTURES TO BE USED.
 17. PROPOSED NEW LOCATION FOR POWER POLE. FINAL LOCATION IS TO BE DETERMINED BY SIZE AND ELECTRICAL DRAWINGS.
 18. PROPOSED STRIPING WITH PAINTED NO PARKING - TURN ARREST AREA.
 19. PROVIDE NO PARKING SIGN.
 20. PROVIDE STOP PAINTED SIGN.
 21. PAINTED BOLLARD. SEE DETAIL 1-A102.

- LEGEND**
- PROPERTY LINE
 - NEW CURB LINE
 - ON SITE DIRECTIONAL ARROWS
 - KIA TRAFFIC MOVEMENTS
 - PROPOSED LANDSCAPING
 - PARKING POLE LIGHT

PROJECT SUMMARY

SITE AREA:	10.26 AC. 111,410 SF
ZONING:	CD (DOWNTOWN COMMERCIAL)
APNS:	47M-001-080 47M-001-071 47M-001-012 47M-001-018

PARKING SUMMARY

(E) VONS PARKING:	70 STALLS
NEW ADA STALL:	2 STALLS
VONS PARKING:	68 STALLS
NEW PARKING AREA:	23 STALLS
TOTAL PARKING:	163 STALLS
TYP. STALL (FULL SIZE):	9'-0" x 14'
TYP. STALL (FULL SIZE):	8'-0" x 17'
TYP. DRIVE ISLE:	24' WIDE

LANDSCAPE SUMMARY

LANDSCAPE AREA:	13,944 SF
LANDSCAPE (AREA OUTSIDE PL):	1,636 SF
LANDSCAPE AREA:	14,264 SF
PARKING LOT AREA:	17,071 SF
PERCENTAGE OF LANDSCAPE:	38%
(WITHIN SITE NOT INCLUDING AREA OUTSIDE PL)	

BUILDING CONSTRUCTION AND CLASSIFICATION
 OCCUPANCY GROUP: M
 FULLY SPRINKLERED - ONE STORY
 BUILDING CONSTRUCTION TYPE: TYPE VB



REVISIONS

1ST PLAN CHECK	05/23/11

SUBMITTAL DATES

OWNER: _____

AGENCY: _____

BID ISSUE: _____

DLR Group INC/OT
 2700 17th Street
 Costa Mesa, CA 92626
 PHONE: (714) 440-1111
 FAX: (714) 440-1112

SAFeway JOB NO.: 2275

DRAWN BY: _____

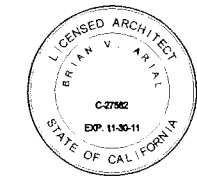
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CHECKED BY: _____

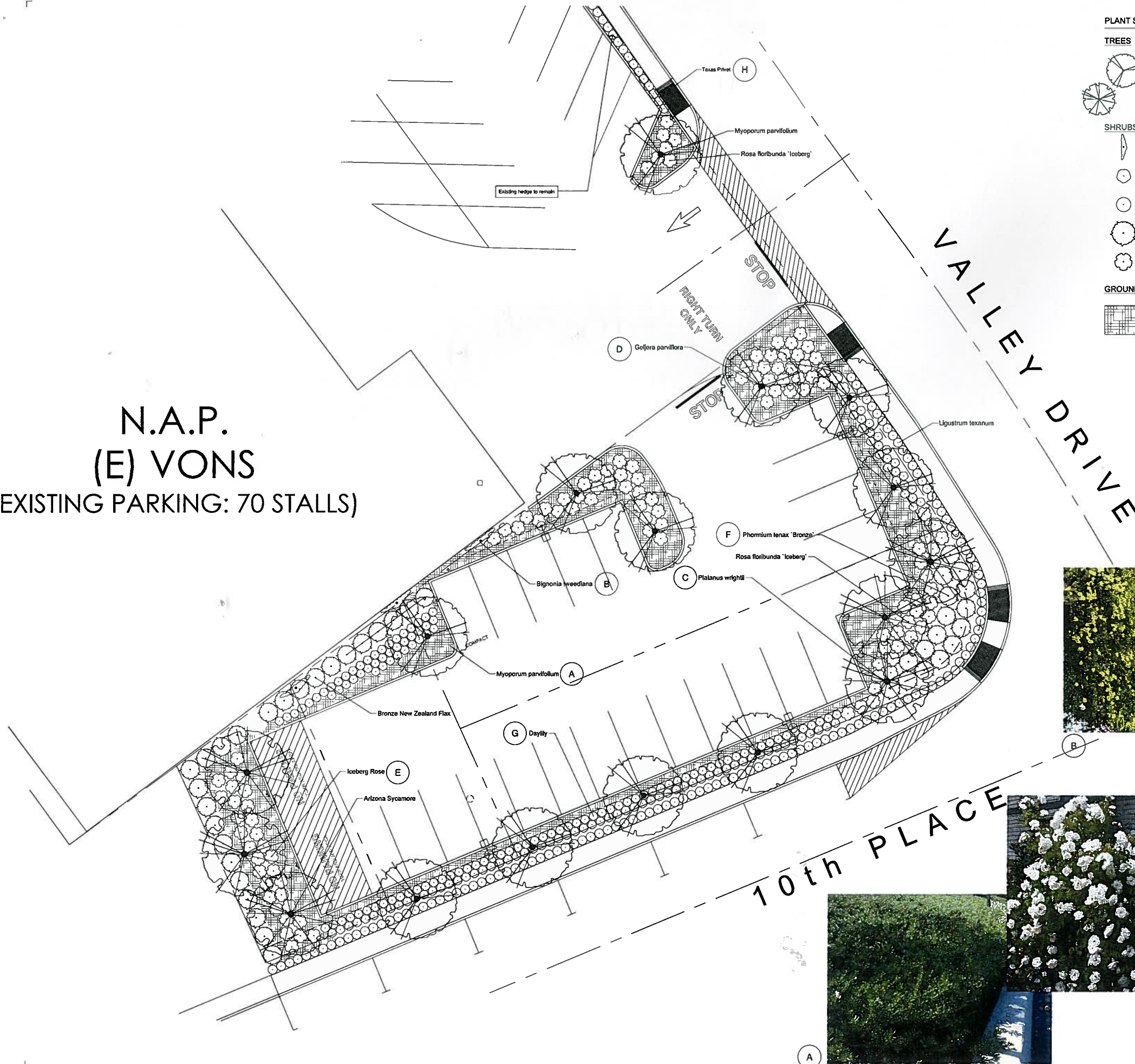
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SAFeway
 STORE NO. 2275
 LOCATED BEACH BLVD.
 410 MANHATTAN BEACH, CALIFORNIA 90266

EXHIBIT F
 PC 149.11/9/11



N.A.P.
(E) VONS
(EXISTING PARKING: 70 STALLS)

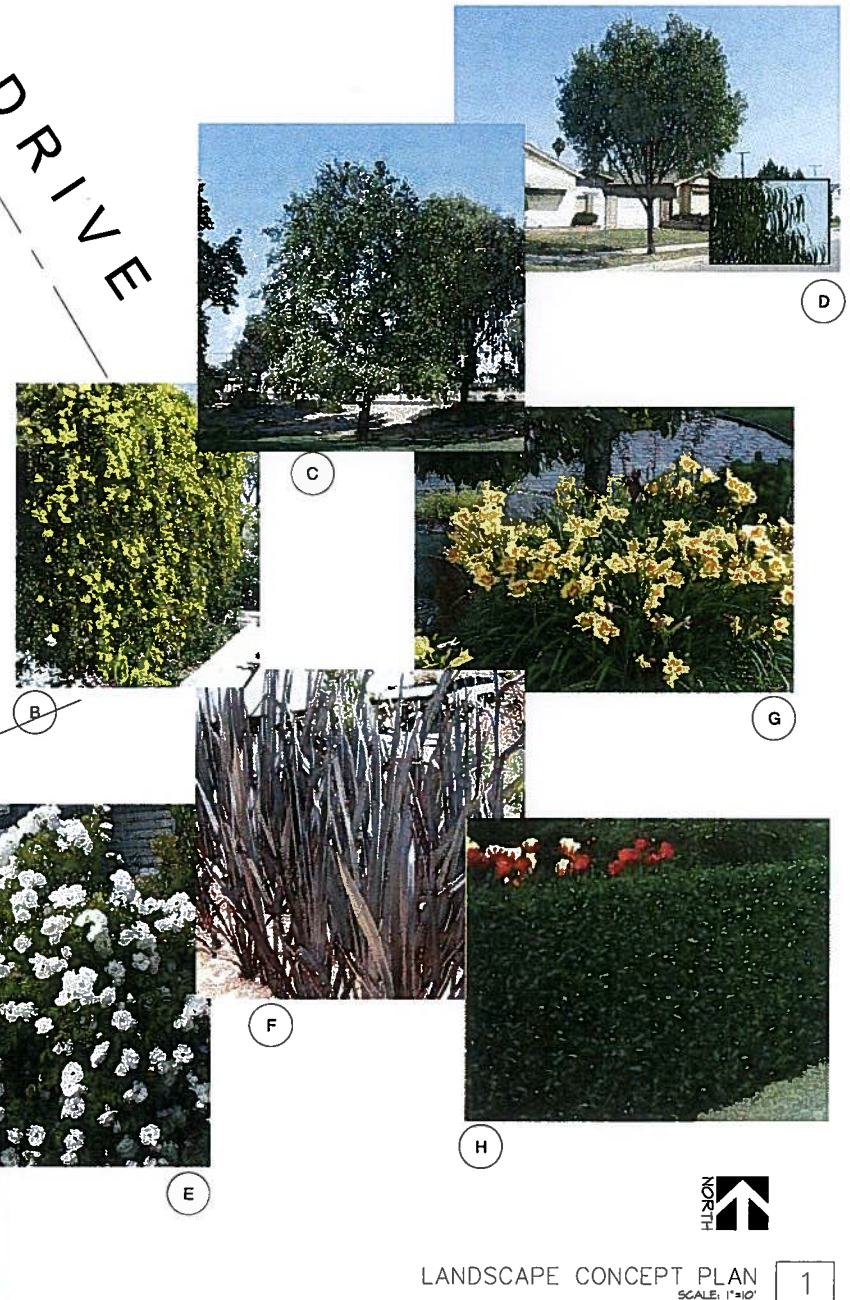


PLANT SCHEDULE

TREES	BOTANICAL NAME	COMMON NAME	CONT	QTY
	Geijera parviflora	Australlan Willow	24" Box Standard	11
	Platanus wrightii	Arizona Sycamore	15 gal	6

SHRUBS	BOTANICAL NAME	COMMON NAME	CONT
	Bignonia tweediana Triain on Trellis	Yellow Trumpet Vine	5 gal
	Hemerocallis x 'Yellow'	Daylily	5 gal
	Ligustrum texanum	Texas Privet	5 gal
	Phormium tenax 'Bronze'	Bronze New Zealand Flax	5 gal
	Rosa floribunda 'Iceberg'	Iceberg Rose	5 gal

GROUND COVERS	BOTANICAL NAME	COMMON NAME	CONT
	Myoporum parvifolium	Trailing Myoporum	flat @ 16" oc



REVISIONS

1ST PLAN CHECK	05/23/11

SUBMITTAL DATES

OWNER:	
AGENCY:	
BID ISSUE:	

CUNNINGHAM ASSOCIATES INC
 3633 LONG BEACH BOULEVARD, THIRD FLOOR
 LONG BEACH, CALIFORNIA 90807
 TEL: (562) 433-1111 FAX: (562) 433-1119
 CA 0083 AZ 30100 NY 978 GA 084 319

SAFeway JOB NO.: 2275

DRAWN BY:	
DATE DRAWN:	
CHECKED BY:	
CAD SAVED NAME:	

SAFeway
 STORE NO. 2275
 LOCATED AT
 410 MANHATTAN BEACH BLVD.
 MANHATTAN BEACH, CALIFORNIA 90266

SHEET TITLE
 LANDSCAPE PLAN

SHEET NO.
 L100
 SHEET OF