

DRAFT RESOLUTION NO. PC 13-XX

**RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF
MANHATTAN BEACH APPROVING A MASTER USE PERMIT
AMENDMENT, HEIGHT VARIANCE, SIGN EXCEPTION/SIGN
PROGRAM FOR REMODELING AND EXPANSION OF THE
MANHATTAN VILLAGE SHOPPING CENTER LOCATED AT 2600
THROUGH 3600 SEPULVEDA BOULEVARD AND 1220
ROSECRANS AVENUE (RREEF AMERICA REIT CORP BBB II
(RREEF))**

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

- A. On November 7, 2006 RREEF submitted a Master Use Permit Amendment and Variance for building height, as part of a remodel and expansion of the Manhattan Village Shopping Center. Revised applications, plus a Sign Exception/Program and Development Agreement were then submitted in 2012. The Development Agreement was subsequently withdrawn. Over the past six years RREEF and their team of consultants have been meeting with the neighbors, tenants, other site property owners, staff, and community leaders to review the proposed project and to make revisions to address their concerns, as well as the needs of a changing consumer market.
- B. On February 12, 2009, the City held a public Scoping Meeting to introduce the project to the community, and provide an overview of the project and the CEQA process.
- C. A 45 day public review and comment period was held between June 7, 2012 and July 23, 2012 for the Draft Environmental Impact Report (EIR). The Final EIR is complete and was distributed for public review on April 2, 2013.
- D. The Planning Commission of the City of Manhattan Beach conducted public hearings on June 27, and, October 3, 2012, as well as March 13, April 24, May 22, and June 26, 2013 to consider the applications for the Master Use Permit Amendment, Variance, and Sign Exception/Sign Program at the subject property. Said hearings were advertised pursuant to applicable law, testimony was invited and received.
- E. Noticing for the hearings exceeded the minimum requirements with notices for the May 22 and June 26, 2013 meetings being sent to residential occupants as well as all property owners within a 500 foot radius of the 44-acre project site. The June 26, 2013 meeting was advertised with a ½ page display advertisement in the Beach Reporter. Standard legal advertisements in the Beach Reporter and standard notices to all property owners were provided for all other public hearings.
- F. The subject shopping center property is legally described as Lots 1 – 23, of Parcel Map 12219, Map Book 122, pages 33-35 and Portion of Lot 4, Section 10, Ranch Sausal Redondo Tract, addressed as 2600 through 3600 Sepulveda Boulevard (3200 Sepulveda Boulevard being the enclosed mall) and 1220 Rosecrans Avenue, in the City of Manhattan Beach.
- G. The subject site, located on approximately 44-acres includes an enclosed, main mall building and several freestanding buildings. The Shopping Center site currently has a total of approximately 572,837 square feet of gross leasable area (GLA) including outdoor dining areas for restaurants that provide full table service. When accounting for common areas, the Shopping Center site has approximately 614,151 square feet of gross building area (GBA). There are currently 2,393 surface parking spaces on the site. In addition, there are 210 leased parking spaces that are located immediately east of the site and are available to the Shopping Center as well as other surrounding uses, but are not included in Shopping Center parking counts.
- H. The site is a former Chevron Tank Farm and was developed as retail commercial in the 1970s.
- I. The project site is Zoned Community Commercial (CC) with the exception of the northwest corner of the property (3600 Sepulveda- Fry's site) that is approximately 3.6 acres in size that is zoned Commercial General (CG). The property is located in Area District II.
- J. The General Plan designation for the property is Manhattan Village and General Commercial.
- K. The surrounding area includes a variety of land uses and zones. The properties to the west and south across Sepulveda Boulevard, and Marine Avenue respectively, are zoned Commercial General with single family residential and a Senior housing development adjacent to the Veterans

parkway Greenbelt beyond. To the east is Manhattan Village homes single and multi-family uses zoned Residential Planned Development, as well as a Senior housing development, and a commercial development zoned Planned Development. Both Senior housing developments are zoned Residential Senior Citizen. To the north across Rosecrans Avenue in the City of El Segundo is partially vacant industrial uses planned for future commercial-retail with the first phases completed further to the north (Plaza El Segundo). To the northwest across Sepulveda Boulevard and Rosecrans Avenue in the City of El Segundo is the Chevron Oil Refinery.

- L. There are three property owners on the site including RREEF America Reit Corp BBB II (RREEF) that owns the majority of the 44-acre site, 3500 Sepulveda LLC that owns the 0.7 acre 3500 Sepulveda Boulevard (Hacienda building) property and Bullocks Properties Corp that owns their site, 3400 Sepulveda Boulevard for the 1.9 acre Macy's main department store.
- M. The applicant requests a Master Use Permit Amendment, Variance, and Sign Exception/Sign Program. Specifically, the Project Description proposed by the applicant is to:
1. Amend the Master Use Permit to allow the construction of Phases I- Village Shops and II-Northeast Corner (Macy's Expansion) but not Phase III-Northwest Corner (Fry's Area) to add approximately 89,872 square feet (106,076 square feet with the Equivalency Program) of net new retail, restaurant and other commercial area [addition of approximately 123,000 (139,504 with the Equivalency Program) square feet of new gross leasable area and demolition of approximately 33,428 square feet of existing retail, restaurant, and cinema] within an approximately 18.4 acre development area within the Shopping Center site. Upon completion of Phases I and II, the entire 44-acre Shopping Center site would include a total of approximately 662,709 (678,913 with the Equivalency Program) square feet of gross leasable area. The applicant's proposal leaves no Equivalency Program square footage increase for future Phase III. The proposed Project will also include three new on-site parking structures and surface parking areas.
 2. Request a Variance to construct building and parking improvements in the project area that exceed the maximum allowed height (22 feet, and up to 30 feet with structured parking) by a range of 2 to 26 feet (for required equipment). The Phase I Village shops buildings are proposed to be up to 32 feet in height. Phase II Northeast Corner (Macy's Expansion) building is proposed to be up to 42 feet in height to match and maintain consistency with the height of the existing buildings that were entitled by a previous height variance. The parking decks on both phases are not proposed to exceed the height of the buildings. Mechanical, elevator overruns, architectural features, and parapets (on top of the parking structures) are proposed up to exceed the height limit with the Building Safety Division-required elevator overruns at up to 56 feet in height.
 3. Request for a Sign Exception/Sign Program for all three Phases of the project to amend the 2002 Mall Master Sign Program as well as the separate 1991 Fry's sign approval, to reflect and correspond to expansion of the Shopping Center's street frontage through the addition of the Fry's parcel, the addition of new buildings and parking structures, and installation/updating of existing monument, pole, and wall signs, temporary, directional, and project banner signs, and a City "Gateway" Element sign at Sepulveda and Rosecrans. In general, the existing Signage on the site is permitted under the above mentioned sign approvals. Specifically, the Sign Exception/Sign Program requests:
 - a. **Maximum Square Footage Increase**—An increase in the maximum square footage of allowed signage. Currently there is 7,600 SF of signage on the site, the Code allows 5,100 square feet of signage (based on the total frontage of 5,100 lineal feet) and the applicant is requesting an additional 1,900 square feet above the existing for a total of 9,500 square feet of signage.
 - b. **Multiple Pole Signs**—Eight total pole signs are proposed while there are seven existing (four to remain and three to be replaced) plus one new pole sign on the 3500 Sepulveda (Hacienda Building) site, all to be installed with Phases I and II. The three new signs would replace the Fry's signs and generally be consistent with the existing 2002 approved site signs; these signs would be multi-tenant plus Project identification signs. Two proposed with 60 square feet of signage per side, 240 square feet each (per Code calculations) up to 15'-6" tall, and one at the corner of Sepulveda and Rosecrans up to 30 feet tall with 96 square feet of signage per side, 384 square feet each (per Code calculations) The Code allows only one pole sign, 150 square foot maximum, up to 30 feet tall in lieu of monument/wall/awning signs.

- c. **Non-Department Store Anchor Wall Signs**—Up to 200 square feet in size each proposed, with no more than 2 signs per tenant and no more than 2 square feet of signage per linear foot of store frontage. The Code limits the signs to a maximum of 150 square feet in area and no more than 2 square feet of signage per linear foot of store frontage.
 - d. **Signs Over 150 Square Feet to Remain**—Allow Macy’s Men’s Store two signs to remain or be replaced over the 150 square foot limit, consistent with their current approval at 300 square feet each.
 - e. **Tenant Wall Signs on Parking Structures**—Allow signs facing Sepulveda Blvd, Rosecrans Ave, and Marine Ave, a maximum of 60 square feet each, while the Code does not permit signs on parking structures as they are not located on a business.
 - f. **Monument Signs**—Allow 13 existing and four new monument signs up to 6 feet tall each. No exception needed for the number and height, just the overall site sign square footage.
 - g. **Project Identification Signs**—Allow additional project identification signs on the buildings, while the current approval only allows two at the enclosed Mall entrances and the Code allows none.
 - h. **Directional Wall Signs on Parking Structures**—Allow wall signs on the parking structures, one at each vehicular entry, without Project identification, while the Code does not permit signs on parking structures as they are not located on a business.
 - i. **Directional Signs**—Allow directional signs up to 6 feet high and 12 square feet while the Code allows 4 feet high and 6 square feet.
 - j. **Project Banners on Light Poles**—Allow the continuation and addition of project banners at the light poles as allowed under the current approval but not allowed under the Code.
 - k. **Temporary Signs**—Allow A-frame, portable, sidewalk or other temporary signs on the interior of the project not visible from the public right-of-way up to 365 days a year, while the Code limits the number and size and allows 90 days maximum per year.
 - l. **Exclude Certain Square Footage**—Allow the following sign area to be excluded from counting towards the total allowed square footage: Project graphic banners, Parking Deck Entry signs, Directional Signs, Sidewalk Signs, Temporary “A” Frame/Sign Holder Signs, and non-tenant oriented portions of Gateway Element Sign.
 - m. **City Gateway Sign**—Allow a City Gateway Sign at the corner of Rosecrans Ave and Sepulveda Blvd over 30 feet (up to 46 feet) in height.
- N. Specifically, a portion of the Master Use Permit approval as provided in this Resolution includes the following square footage details which differ from the applicants request:
1. Amendment to the Master Use Permit to allow the construction of Phases I and II (not Phase III) to add approximately 90,000 square feet of net new retail, restaurant and other commercial area (addition of approximately 123,300 square feet of new GLA and demolition of approximately 33,428 square feet of existing retail, restaurant, and cinema) within an approximately 18.4 acre development area within the Shopping Center site. Upon completion of Phases I and II, the entire 44-acre Shopping Center site would include a total of approximately 662,700 square feet of gross leasable area. An equivalency program, as detailed in the project EIR, would allow up to 9,717 additional square feet of area with a traffic and parking analysis. The proposed Project will also include three new on-site parking structures and surface parking areas.
 2. The applicant requests restaurants up to 109,000 square feet GLA. The EIR evaluated allowing a maximum of 89,000 square feet total GLA of restaurant uses on the site, with an overall parking supply of 4.1 stalls per 1,000 square feet of GLA. The EIR also evaluated up to a maximum of 109,000 square feet with an increased parking supply of 6.7 stalls per 1,000 square feet of GLA for the square footage that exceeds 89,000. Over 89,000 square feet GLA will require an amendment of the Master Use Permit at a duly noticed public hearing to evaluate parking and other potential impacts.
 3. The applicant requests offices up to 69,277 square feet GLA. The EIR evaluated allowing a maximum of 21,712 square feet total GLA of Medical or Dental office uses on the site, with an overall parking supply of 4.1 stalls per 1,000 square feet of GLA. The EIR also evaluated up to a

maximum of 69,277 square feet of Business, Professional, Medical and Dental offices combined with an increased parking supply of about eight stalls per 1,000 square feet of GLA for the square footage of Medical or Dental offices over the maximum 21,712 square feet allowed. Over 21,712 square feet GLA of Medical or Dental offices will require an amendment of the Master Use Permit at a duly noticed public hearing to evaluate parking and other potential impacts.

O. The Manhattan Village Shopping Center planning/zoning entitlement history is as follows:

1. An Environmental Impact Report (EIR) was prepared (1978) and certified for a phased project, of which Manhattan Village Shopping Center and the subject property was a part. Mitigation measures were identified and adopted in several issue areas.
2. On March 6, 1979 the City Council adopted Resolution No. 3685, establishing the Commercial Planned Development (CPD) District for First Phase construction and operation of a community shopping center (Manhattan Village Mall) consisting of approximately 150,000 square feet of retail establishments providing community convenience goods and services, and approximately 300,000 square feet of retail establishments providing goods and services customarily found in malls associated with department stores.
3. On December 18, 1979 the City Council adopted Resolution No. 3757, approving Second Phase construction and operation of a community shopping center (Manhattan Village Mall).
4. Subsequent use permits were approved for individual uses within the shopping center.
5. On September 13, 1989, the Planning Commission approved Resolution No. PC 89-54 to allow construction of a 6,190 square-foot restaurant within the Mall (Island's).
6. On December 18, 1990 the City Council adopted Ordinance No. 1832, repealing the CPD zoning District and establishing the CC (Community Commercial) zoning district for the Shopping Center and subject property.
7. On February 14, 1991, the Planning Commission adopted Resolution No. PC 91-1 approving a proposal to change uses from research and development office to specialty retail at 3600 Sepulveda Boulevard (Fry's).
8. On October 23, 1991, the Planning Commission adopted Resolution No. PC 91-30 approving a sign appeal to allow additional signage not included in an approved sign program for 3600 Sepulveda Boulevard (Fry's).
9. On November 16, 1993 City Council adopted Resolution No. 5044, allowing the establishment of a restaurant/bakery with retail sales and outdoor seating at 3014 Sepulveda Boulevard (East Coast Bagel Company).
10. On April 5, 1994 the City Council adopted Ordinance No. 1902, establishing a provision for a Master Use Permit for multiple tenant projects to replace obsolete Commercial Planned Development (CPD) Permits.
11. On January 3, 1995 the City Council adopted Resolution No. 5142, approving the conversion of all previous Commercial Planned Development and individual Use Permit entitlements for the Shopping Center to a Master Use Permit consistent with provisions of Ordinance No. 1902.
12. On December 12, 2001 the Planning Commission adopted Resolution No. PC 01-27 which superseded and replaced all the previous approvals on the Manhattan Village Shopping Center site. Although the project description, plans and tenant/building square footages list submitted by the Shopping Center owner at the time (Madison Marquette) included the 3500 Sepulveda site (Hacienda or Haagen building) the property owner of 3500 Sepulveda at the time did not sign the application and it is not clear if they were notified or aware of the pending application. The 3500 Sepulveda Blvd property owner at the time did not participate in the public hearing process. The current owners of the subject property (3500 Sepulveda, LLC, 13th & Crest Associates, LLC and 6220 Spring Associates, LLC) purchased the property in 2005.
13. On February 27, 2002 the Planning Commission adopted Resolution No. PC 02-07 approving a Master Sign Program and Sign Exception for the Manhattan Village Shopping Center.

14. On August 8, 2007, the Planning Commission adopted Resolution No. PC 07-12 approving on-site wine tasting at an existing supermarket at 2700 Sepulveda Boulevard (Ralph's). The applicant did not implement this amendment, withdrew their ABC application in 2008 and it has thus expired.
 15. A Master Use Permit application was submitted by the 3500 Sepulveda Blvd property owner on April 4, 2008, to request the approvals for: 1) clarification that the 3500 Sepulveda Boulevard property (Hacienda/Haagen) was included as part of the Master Use Permit (Resolution No. PC 01-27) and all other related entitlements for the Manhattan Village Shopping Center, and 2) allow on-site alcohol consumption for a proposed new restaurant (Tin Roof Bistro).
 16. The 3500 Sepulveda Blvd property owners entered into a Settlement Agreement with RREEF American REIT II Corp. BBB, current owner of the Manhattan Village Shopping Center, in October 2008 regarding the existing Master Use Permit entitlements on the properties, as well as other private issues. A summary of the facts related to that Settlement Agreement are included in PC Resolution No. PC 01-27. The City determined that with the clarification of PC Resolution 08-15, the Master Use Permit (PC Resolution 01-27) applies to the 3500 Sepulveda Property and accordingly, the property owner application for a separate Master Use Permit was administratively withdrawn.
 17. On November 12, 2008, the Planning Commission adopted PC Resolution 08-15 for 3500 Sepulveda which confirmed, clarified, and acknowledged that a) the Master Use Permit (PC Resolution 01-27) and other entitlements for the Shopping Center apply to the property, and b) amended the Shopping Center Master Use Permit (PC Resolution 01-27) to allow on-site consumption of alcohol at the new restaurant (Tin Roof Bistro).
 18. On January 6, 2009, through Resolution No. 6171, the City Council denied an appeal of the Planning Commission approval of Resolution No. PC 08-15. Specifically, the applicant appealed the condition to submit an irrevocable offer to dedicate land for the Sepulveda Boulevard bridge widening project.
 19. On June 23, 2010, the Planning Commission adopted PC Resolution No. 10-03, approving a new retail wine and beer shop at 3500 Sepulveda Boulevard (Vintage Wine Shoppe) to allow beer and wine sales for off-site consumption with on-site consumption of beer and wine for tastings only.
 20. On February 12, 2012, the Planning Commission adopted Resolution No. PC 12-02, approving the expansion of the existing restaurant at 3500 Sepulveda Boulevard (Tin Roof Bistro) to add a private dining room/event space with on-site beer and wine consumption.
- P. 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.
- Q. This Resolution, upon its effectiveness, constitutes the Master Use Permit, Variance, and Sign Exception/Sign Program for the project site (2600 through 3600 Sepulveda Boulevard and 1220 Rosecrans Avenue) and replaces all previous site-wide and individual land use approvals stated above (Section 1, Item E). The facts, findings, and project descriptions for these projects still stand as detailed in the applicable Resolutions. Specifically, this Resolution replaces Resolutions PC 01-27, PC 02-07, PC 10-03 and PC 12-02 and City Council Resolution No. 6171.

Master Use Permit Findings

- R. Pursuant to Section 10.84.060A of the Manhattan Beach Municipal Code, the following findings are made regarding the Master Use Permit Amendment application.
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;***
 - a. The property is located within Area District II and is zoned Community Commercial (CC) and Commercial General (CG). The purpose of the CC zoning district, is to provide sites for planned commercial centers which contain a wide variety of commercial establishments, including businesses selling home furnishings, apparel, durable goods and specialty items generally having a city-wide market area. Support facilities such as entertainment and eating and drinking establishments are permitted, subject to certain limitations to avoid adverse effects on adjacent uses. The project site is the only site in the City of Manhattan Beach that is zoned CC. A portion of the northwest corner of the site (3.6 Acres Fry's site) is zoned CG General Commercial. The purpose of the CG Zone is to provide opportunities for

the full range of retail and service businesses deemed suitable for location in Manhattan Beach, including businesses not permitted in other commercial districts because they attract heavy vehicular traffic or have certain adverse impacts; and to provide opportunities for offices and certain limited industrial uses that have impacts comparable to those of permitted retail and service uses to occupy space not in demand for retailing or services.

- b. The project is consistent with the purpose of the CC and CG zones as follow.
 - i. A wide variety of uses, such as retail, services, restaurants, grocery store, banks and offices will continue to be provided on the site.
 - ii. This wide variety will expand the existing type of services already provided on the site, while providing more diversity and options for the customer.
 - iii. The project will aid in attracting and maintaining a diverse mix of high-quality tenants to provide a broad range of shopping and dining options with enhanced amenities to serve the needs of the community and ensure the continued success of the Mall.
 - iv. Entertainment uses, bars, convenience stores, gyms, liquor stores and similar uses will not be allowed as the traffic and/or parking demand will exceed the on-site capacity which could cause adverse impacts on adjacent uses and the surrounding street systems.
 - v. Restaurants (eating and drinking establishments) will be limited in square footage. Exceeding 89,000 square feet will increase the parking demand and will exceed the on-site capacity which could cause adverse impacts on adjacent uses and the surrounding street systems.
 - vi. Medical and Dental offices will be limited in square footage. Exceeding 21,712 square feet will increase the parking demand and will exceed the on-site capacity which could cause adverse impacts on adjacent uses and the surrounding street systems.
- c. Some of the specific purposes of the Commercial Districts, and how the project is consistent with those purposes are as follows:
 - i. **Provide appropriately located areas consistent with the General Plan for a full range of office, retail commercial, and service commercial uses needed by residents of, and visitors to, the City and region.** The project will continue to provide a full range of office, retail, service and other commercial uses on the site, and expand those commercial opportunities.
 - ii. **Strengthen the City's economic base, but also protect small businesses that serve City residents.** Due to the scale of the development there is an opportunity for retailers and other commercial users that require larger spaces which cannot be provided in the other smaller scale commercial areas in town. Small businesses will continue to be provided in Downtown, the North End and other commercial areas with smaller sites.
 - iii. **Create suitable environments for various types of commercial and compatible residential uses, and protect them from the adverse effects of inharmonious uses. And- Minimize the impact of commercial development on adjacent residential districts.** Although there are no residential uses on the site, the residential in close proximity are protected with conditions related to traffic and circulation, parking, lighting, landscaping, land uses, and building scale and design.
 - iv. **Ensure that the appearance and effects of commercial buildings and uses are harmonious with the character of the area in which they are located.** The architectural style and design features will be compatible with the existing site, while updating it to look towards the future by providing a contemporary Mediterranean architecture, buildings that are consistent in height with the existing buildings, and parking structures that are architecturally designed to reflect the rhythm and design features of the commercial buildings, as well as minimizing the scale.
 - v. **Ensure the provision of adequate off-street parking and loading facilities.** The project will provide parking at a ratio of 4.1 spaces per 1,000 square feet consistent with the parking demand study, based on the mix of uses on the site. Uses with high parking

demand will be limited in square footage (restaurants, Medical/Dental offices) and some uses will be prohibited due to the high parking demand (gyms, trade schools, liquor stores, etc.). Loading facilities in close proximity to stores, adequate in size and number are also required.

- d. The proposed project and future tenant improvements to the remainder of the site will be consistent with each of the eleven development criteria outlined in the Sepulveda Boulevard Development Guide, as conditioned, specifically:
 - i. **Reciprocal Access**—Circulation within and off the site, including vehicular, bicycle, pedestrian and transit will be integrated, and connected.
 - ii. **Right-turn Pockets**—Provided internally as required throughout the site. Dedication on Sepulveda Boulevard near Rosecrans Avenue will bring the area up to current ADA and other standards, improve pedestrian circulation, provide an improved deceleration lane per Caltrans requirements for the possible retention of the Fry’s Sepulveda Boulevard driveway (3600 Sepulveda Blvd) as a right-turn entry only, and allow the future Sepulveda bridge widening to function effectively.
 - iii. **Driveway Throats**—To minimize traffic and circulation impacts to Sepulveda Boulevard and allow the bridge widening to function effectively, Sepulveda Blvd driveway access will be modified on the Fry’s site.
 - iv. **Sidewalk Dedication**—Sidewalk dedication and related improvements on Sepulveda Boulevard will bring the area up to current ADA and other standards and improve pedestrian circulation.
 - v. **Building Orientation**—Orientation will not change on Sepulveda Blvd as the new construction is not adjacent to the street.
 - vi. **Visual Aesthetics**—Review of architectural plans is required, including material boards, samples, renderings, and assurance that there is a high quality of design and materials as reflected in the concept plans. The site plan and layout of the buildings and parking structures provide for setbacks from Sepulveda Boulevard.
 - vii. **Residential Nuisances**—Minimized through project design and conditions related to lighting, landscaping, traffic, multi-modal transportation, design, and allowed land uses.
 - viii. **Pedestrian Access**—Encouraged with strong on- and off-site linkages, a network that connects to transit, under the Sepulveda bridge, as well as a Village-pedestrian oriented design.
 - ix. **Landscaping**—Mature shade trees and other landscaping will soften and complement the buildings, provide shade for parking, and screen uses.
 - x. **Signs**—Subject to a Sign Program, no harsh light, blinking, moving, or flashing consistent with the scale of the development, comprehensive site-wide consistent plan, and complementary to the site and building architecture.
 - xi. **Utility Undergrounding**—Required to be provided for all new construction.

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;*

- a. The project is consistent with the following Goals and Policies of the General Plan:

Land Use

- Policy LU-1.2: Require the design of all new construction to utilize notches, balconies, rooflines, open space, setbacks, landscaping, or other architectural details to reduce the bulk of buildings and to add visual interest to the streetscape.
- Goal LU-2: Encourage the provision and retention of private landscaped open space.

- Goal LU-2.3: Protect Existing mature trees throughout the City, and encourage their replacement with specimen trees whenever they are lost or removed.
- Policy LU-2.4: Support appropriate stormwater pollution mitigation measures.
- Goal LU-3: Achieve a strong, positive community aesthetic.
- Policy LU-3.1: Continue to encourage quality design in all new construction.
- Policy LU-3.2: Promote the use of adopted design guidelines for new construction in Downtown, along Sepulveda Boulevard, and other areas to which guidelines apply.
- Policy LU-3.5: Ensure that the sign ordinance provides for commercial signage that is attractive, non-intrusive, safe, and consistent with overall City aesthetic goals.
- Goal LU-4: Preserve the features of each community neighborhood, and develop solutions tailored to each neighborhood's unique characteristics.
- Goal LU-5: Protect residential neighborhoods from the intrusion of inappropriate and incompatible uses.
- Policy LU-5.1: Require the separation or buffering of residential areas from businesses which produce noise, odors, high traffic volumes, light or glare, and parking through the use of landscaping, setbacks, or other techniques.
- Policy LU-5.2: Work with all commercial property owners bordering residential areas to mitigate impacts and use appropriate landscaping and buffering of residential neighborhoods.
- Policy LU-5.3: Consider using discretionary review for any public gathering place or institutional use proposed within or adjacent to a residential neighborhood.
- 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.
- Goal LU-8: Maintain Sepulveda Boulevard, Rosecrans Avenue, and the commercial areas of Manhattan Village as regional-serving commercial districts.
- Policy LU-8.1: Ensure that applicable zoning regulations allow for commercial uses that serve a broad market area, including visitor-serving uses.
- Policy LU-8.2: Support the remodeling and upgrading needs of businesses as appropriate within these regional serving commercial districts.

Infrastructure

- Goal I-1: Provide a balanced transportation system that allows the safe and efficient movement of people, goods and services throughout the City.
- Policy I-1.1: Review the functioning of the street system on a regular basis to identify problems and develop solutions.
- Policy I-1.3: Encourage the development of Transportation Demand Management (TDM) plans for all major developments or facility expansions to encourage ride-sharing and other improvements, thereby reducing vehicle trips.
- Policy I-1.4: Work with neighboring communities and other South Bay cities, as well as state and other agencies, to develop regional solutions to traffic problems that are regional in nature, and to mitigate impacts of development in neighboring communities that impact the City of Manhattan Beach.
- Policy I-1.5: Investigate and encourage the use of alternative transportation systems such as intra/inter-city shuttle or trolley systems.
- Policy I-1.6: Support dial-a-ride or other para-transit systems for the senior and disabled members of the community.
- Policy I-1.8: Require property owners, at the time new construction is proposed, to either improve abutting public right-of-way to its full required width or to pay in-lieu fees for improvements, as appropriate.
- Policy I-1.9: Require property owners, at the time of new construction or substantial remodeling, dedicate land for roadway or other public improvements,

- as appropriate and warranted by the project.
- Policy I-1.12: Monitor and minimize traffic issues associated with construction activities.
 - Policy 1-1.13 Consider implementing a development impact fee program to collect funds from developers constructing new projects. Such fees would fund “fair-share” costs of circulation improvement projects required to mitigate project impacts.
 - Policy I-2.3: Upgrade all major intersections and arterial streets to keep traffic moving efficiently.
 - Policy I-2.4: Require additional traffic lanes and/or other traffic improvements for ingress and egress for new development along arterials where necessary for traffic and safety reasons.
 - Policy I-2.5: Work with the neighboring cities and regional and sub-regional agencies to widen and upgrade all major intersections and associated street segments within the City and adjacent jurisdictions to optimize traffic flows.
 - Policy I-2.6: Encourage the use of Intelligent Transportation Systems (ITS), such as advanced signalization, motorist information, advanced transit, advanced emergency vehicle access, and intelligent parking systems, as well as other appropriate communication technologies, to direct through traffic.
 - Policy I-2.7: Monitor and minimize traffic issues associated with construction activities.
 - Goal I-3: Ensure that adequate parking and loading facilities are available to support both residential and commercial needs.
 - Policy I-3.4: Review development proposals to ensure potential adverse parking impacts are minimized or avoided.
 - Policy I-3.5: Encourage joint-use and off-site parking where appropriate.
 - Policy I-3.8: Monitor and minimize parking issues associated with construction activities.
 - Goal I-4: Protect residential neighborhoods from the adverse impacts of traffic and parking of adjacent non-residential uses.
 - Policy I-4.2: Carefully review commercial development proposals with regard to planned ingress/egress, and enforce restrictions as approved.
 - Policy I-4.3: Encourage provision of on-site parking for employees.
 - Policy I-4.4: Ensure that required parking and loading spaces are available and maintained for parking.
 - Goal I-6: Create well-marked pedestrian and bicycle networks that facilitate these modes of circulation.
 - Policy I-6.6: Incorporate bikeways and pedestrian ways as part of the City's circulation system where safe and appropriate to do so.
 - Policy I-6.7: Encourage features that accommodate the use of bicycles in the design of new development, as appropriate.
 - Policy I-7.2: Ensure that all new development or expansion of existing facilities bears the cost of providing adequate water service to meet the increased demand which it generates.
 - Policy I-8.2: Ensure that all new development or expansion of existing facilities bears the cost of expanding the sewage disposal system to handle the increased load, which they are expected to handle.
 - Goal I-9: Maintain a storm drainage system that adequately protects the health and safety and property of Manhattan Beach residents.
 - Policy I-9.2: Evaluate the impact of all new development and expansion of existing facilities on storm runoff, and ensure that the cost of upgrading existing drainage facilities to handle the additional runoff is paid for by the development which generates it.
 - Policy I-9.3: Support the use of storm water runoff control measures that are effective and economically feasible.
 - Policy I-9.4: Encourage the use of site and landscape designs that minimize surface runoff by minimizing the use of concrete and maximizing the use of permeable surface materials.
 - Policy I-9.5: Support appropriate storm water pollution mitigation measures.

Community Resources

- Policy CR-4: Preserve the existing landscape resources in the City, and encourage the provision of additional landscaping.
- Policy CR-4.1: Protect existing mature trees throughout the City and encourage their replacement with specimen trees whenever they are lost or removed.
- Policy CR-4.3: Recognize that landscaping, and particularly trees, provide valuable protection against air pollution, noise, soil erosion, excessive heat, and water runoff, and that they promote a healthy environment.
- Policy CR-4.5: Discourage the reduction of landscaped open space and especially the removal of trees from public and private land.
- Policy CR-5.1: Employ principles of a sustainable environment in the development, operation, and maintenance of the community, emphasizing the importance of respecting and conserving the natural resources.
- Policy CR-5.3: Encourage water conservation, including landscaping with drought-tolerant plants, use of reclaimed water, and recycling of cooling system water, in all development.
- Policy CR-5.7: Encourage the use of energy-saving designs and devices in all new construction and reconstruction.
- Policy CR-5.8: Encourage utilization of “green” approaches to building design and construction, including use of environmentally friendly interior improvements.
- Policy CR-5.10: Encourage and support the use of alternative fuel vehicles, including support of charging or “fueling” facilities.
- Policy CR-5.11: Support sustainable building practices.
- Policy CR-6.1: Encourage alternative modes of transportation, such as walking, biking, and public transportation, to reduce emissions associated with automobile use.
- Policy CR-6.2: Encourage the expansion and retention of local serving retail businesses (e.g., restaurants, family medical offices, drug stores) to reduce the number and length of automobile trips to comparable services located in other jurisdictions.

Community Safety

- Policy CS-1.3: Ensure that public and private water distribution and supply facilities have adequate capacity and reliability to supply both everyday and emergency fire-fighting needs.
- Policy CS-1.5: Require that new developments minimize stormwater and urban runoff into drainage facilities by incorporating design features such as detention basins, on-site water features, or other strategies.
- Policy CS-2.3: Continue to monitor underground emissions and associated hazards in Manhattan Village and in other areas adjacent to industrial uses.
- Policy CS-3: Maintain a high level of City emergency response services.
- Policy CS-3.2: Cooperate with other jurisdictions in the South Bay area to maintain an up-to-date emergency response system for the region.
- Policy CS-3.7: Support the use of the best available equipment and facilities to ensure safety that meets the changing needs of the community.
- Policy CS-3.10: Strive to reduce emergency response time.
- Policy CS-4: Maintain a high level of police protection services.
- Policy CS-4.6: Support proactive measures to enhance public safety, such as use of increased foot or bicycle police patrols.
- Policy CS-4.7: Strive to reduce police response time.

Noise Element

- Policy N-2.5: Require that the potential for noise be considered when approving new development to reduce the possibility of adverse effects related to noise generated by new development, as well as impacts from surrounding noise generators on the new development.
- Policy N-3.6: Monitor and minimize noise impacts associated with construction activities on residential neighborhoods.

- b. The proposed project will not be detrimental as follows:
- i. The proposed project, including the construction and the on-going physical and operational upgrades associated with tenant improvements and redevelopment across the entire site, has been designed to minimize impacts. The conditions of approval for the project will ensure that the project is not detrimental.
 - ii. The features incorporated the project will ensure that there are no detrimental impacts. Such impacts include scale, layout, massing, articulation, height, architectural design and details of the buildings, parking structures, lighting design, signage design, LEED sustainability features, as well as pedestrian, bike, and transit linkages.
 - iii. Green-building components addressing water conservation, increased energy efficiency, and pollution reduction are included in the project description. LEED silver construction will be required.
 - iv. The project conditions will ensure that there are no detrimental impacts as a result of the following: lighting modifications, removal of obsolete pole signs, reduction of visual impact of parking structures, project phasing, architectural detail review, land use compatibility, alcohol service and square footage limits, fire emergency response upgrades, improved security features, improved on- and off-site pedestrian, bike and transit linkages, parking management programs, traffic, parking and circulation improvements, trash enclosures improvements, and utility upgrades.
 - v. The project conditions will also ensure that there are no detrimental impacts through off-site improvements to the surrounding roadway network as the project is surrounded on all three sides by arterial streets: Sepulveda Boulevard and Rosecrans Avenue, being the largest arterials in the City. Sepulveda Boulevard is a State highway, classified as a Regional Arterial, with the highest traffic volumes in the City. Rosecrans Avenue, also a Major Arterial, has the second highest traffic volume in the City. Both streets have intersections that currently operate at unacceptable levels of service, with Sepulveda Boulevard and Rosecrans Avenue being the second worst Level of Service in the City both during the midweek PM peak hour and on Saturdays. Marine Avenue is a minor arterial with an inadequate driveway width that impacts on-site circulation, emergency vehicle access, and delivery truck access to the site. The roadways are not to current ADA standards and cannot adequately accommodate future needs for emergency vehicle access, pedestrian, bicycle, and transit linkages. The City has no traffic or development impact fees, as contemplated by the General Plan Policies, for regional growth and planned improvements which need to be provided. Improvements to surrounding roadways will benefit the project as more than half of the new square footage and about one-third of the new parking will be concentrated in the northeast corner of the site, which will be accessed from Rosecrans Avenue and Village Drive. The valet parking and pick-up/drop-off areas will be located near Sepulveda Boulevard and 33rd Street, which will focus new vehicle traffic at this intersection. The area will also provide two-thirds of the new parking. The existing Fry's driveway on Sepulveda Boulevard impacts the regional plan to widen the Sepulveda Boulevard Bridge (just south of the driveway). Improvements are needed to allow the driveway to remain in place and serve the current tenant while allowing the proposed bridge widening in 2015. Providing roadway dedication, improvements, and fair-share contributions will improve the regional roadway networks surrounding and servicing the project site. The improvements are needed for safety, to accommodate emergency vehicles, improve flow of traffic, and improve the regional transportation network on surrounding arterials.
 - vi. The conditions will be consistent with General Plan Infrastructure Goals and Policies that require the following:
 - Provision of a balanced transportation system that allows the safe and efficient movement of people, goods, and services throughout the City;
 - Dedication of land for roadway or other public improvements by property owners at the time of new construction or substantial remodeling, as appropriate and warranted by the project;
 - Upgrade of all major intersections and arterial streets to keep traffic moving efficiently;
 - Addition of traffic lanes and/or other traffic improvements for ingress to and egress from new developments along arterials, where necessary, for traffic and safety reasons;

- Coordinate with the neighboring cities and regional and sub-regional agencies to widen and upgrade all major intersections and associated street segments within the City and adjacent jurisdictions to optimize traffic flows.
- 3. The proposed use will comply with the provisions of this title, including any specific condition required for the proposed use in the district in which it would be located; and**
- a. Existing and proposed improvements within the site are or will be developed in accordance with the purpose and standards of Zoning District in which it is located. A variety of retail, restaurant, office, and specialty uses exist and are proposed to continue. Parking and landscaping will be provided at a rate above that required by code.
 - b. A variety of commercial uses will be allowed, but limitations and prohibitions will be placed on certain uses to ensure that project complies with the intent and purpose of the Code.
 - c. The proposed project and future improvements to the site will be consistent with each of the eleven Sepulveda Boulevard Development Guide development criteria as previously outlined in this document.
 - d. Conditions of approval as discussed above will ensure consistency with the provisions of the Code, and other guiding Policy documents.
- 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. The proposed project will not result in adverse impacts as the project description considers nearby properties by considering design features, site plan, layout of buildings, and parking structures.
 - b. The project includes conditions of approval related to traffic, parking, noise, security, landscaping, lighting, signage, utilities, and other provisions to ensure that there will not be adverse impacts.
 - c. The Project will not be adversely impacted by nearby properties, as the surrounding land uses are commercial and residential and will not impact the site. The industrial land use, Chevron Refinery in the City of El Segundo to the northwest of the site is separated by two major arterial streets (Sepulveda Boulevard and Rosecrans Avenue) as well as a large landscaped berm. These features mitigate adverse impacts.
 - d. Proposed lighting will produce minimal off-site illumination onto nearby residential properties while still accomplishing the goals of enhancing security, pedestrian and vehicular path of travel, and parking space illumination. Residentially-zoned properties are located more than 250 feet to the south and east of the nearest proposed parking deck light source. Residences to the west of Sepulveda Boulevard are approximately 600 feet from existing or proposed lighting in the project area. Lighting is also screened by mature vegetation, oblique orientation of buildings, light standards, LED fixtures with shielding and direct (not dispersed) lighting patterns, as well as screening by existing buildings.

Variance Findings

- S. Pursuant to Section 10.84.060B of the Manhattan Beach Municipal Code, the following findings are made regarding the Variance application.
- 1. Because of special circumstances or conditions applicable to the subject property—including narrowness and hollowness or shape, exceptional topography, or the extraordinary or exceptional situations or conditions—strict application of the requirements of this title would result in peculiar and exceptional difficulties to, or exceptional and/or undue hardships upon, the owner of the property;**
- a. The project site is developed as a regional shopping center that is unique in that it is the largest commercial retail building and site, with 44 acres, in the City of Manhattan Beach. The majority of the site is zoned Community Commercial due to its size, variety of uses and market area. This is the only site in the City of Manhattan Beach with this zoning. Because the site is so large there is a varying topography. Additionally, the northwest corner of 3.6

acres is separated by a deep culvert, a previous railroad right-of-way, that creates significant topographic challenges.

- b. The large site and the exceptional topographic variety make it difficult to construct large commercial buildings, and to integrate the new buildings into the site where the existing buildings already have a Variance to exceed the height limit, without exceeding the height limits with the new construction. Additionally the Macy's expansion adds onto a building that exceeds the height limit and matches the height and floor plates of the existing two-story building.
- c. The historic hydrocarbon soil contamination on the site limits the ability to grade down significantly as well as significantly limits the ability to expand parking or commercial buildings below the ground.

2. *The relief may be granted without substantial detriment to the public good; without substantial impairment of affected natural resources; and not be detrimental or injurious to property or improvements in the vicinity of the development site, or to the public health, safety or general welfare; and*

- a. The granting of the variance to allow additional building height will not obstruct views from surrounding properties.
- b. The site is situated in an area of the City that is fully developed and relatively devoid of natural resources. The new project will be constructed to meet LEED silver standards, will include shade trees to increase energy efficiency, electric vehicle charging facilities and will provide water quality upgrades to protect natural resources.
- c. The proposed height variance would not be substantially detrimental to properties in the vicinity as they will not be impacted by aesthetics, shade/shadow, and visual impacts due to the project design, site conditions, screening, landscaping, and architectural features. Additionally, the rolling topography of Sepulveda Boulevard, Rosecrans Avenue, and Marine Avenue streets alleviates adverse impacts generally seen with increase building heights.
- d. Some existing building heights extend to 42 feet, 20 feet higher than the 22-foot maximum height, as approved with the current Master Use Permit and Variance. Application of the 22-foot height restriction (due to a roof pitch of less than 4:12), and 30 feet in areas with structure parking, creates difficulties to balance the community's interest in a shopping center with the provision of ample parking, attractive architecture, improved circulation, and diverse land uses.
- e. The historic hydrocarbon soil contamination on the site limits the ability to grade down and significantly limits the ability to expand parking or commercial buildings below ground.
- f. The buildings over the height limit have relatively large setbacks from adjacent land uses, are adjacent to major arterial roadways, and will not create adverse light, shadow or massing impacts.
- g. The new buildings that are 26 to 32 feet in height are setback more than 180 feet from Sepulveda Boulevard and there is a row of existing buildings between Sepulveda Boulevard and the new structures that exceed the height limit. The Macy's expansion at 42 feet in height, plus limited features up to 56 feet in height, is more than 500 feet from Sepulveda Boulevard. All new buildings are more than 900 feet from Marine Avenue. The Macy's parking structure at the Northeast corner is about the same height as the existing Medical building at 1220 Rosecrans, immediately adjacent to the east, is setback about 20 to 30 feet from Rosecrans Avenue and the frontage on Rosecrans Avenue is limited and consistent with surrounding the buildings mass, scale and height.
- h. The proposed maximum height of 56 feet is limited to a few elevator overruns which have relatively small mass in comparison to the rest of the structure(s). The proposed buildings are 42 feet tall and a maximum of 44 feet tall with architectural features. The parking decks are approximately 26 feet plus up to 32 feet with architectural features. These maximum structure heights are similar to existing heights of 42 feet for the Macy's and main Mall buildings.

- i. The high quality of design will attract new tenants and maintain a diverse and quality mix of tenants. It is not reasonably feasible to accomplish the project without increasing the height envelopes of new development. Without these increases in the height envelopes, it is difficult to re-orient key parking, maintain or enhance vehicular, pedestrian and bicycle circulation, provide significant new landscaping, plaza areas, open space and upgrade the overall site. The additional height needed for the expansion project is integral to the continuing improvement of the shopping center.

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

- a. The subject property is the largest single commercial development in the City. There are no other similarly-sized properties in the same zoning area and district. This property is the only property in the City that is zoned Community Commercial. The additional height needed for the expansion Project is integral to the continuing improvement of the Mall for attractive architecture, fluid circulation, and diverse commercial land uses, with adequate parking. The proposed Project enhances the ability and willingness for anchor tenants to remain on the site and expand, consistent with the purpose of providing quality commercial uses in the area.

Sign Exception Findings

T. Pursuant to Section 10.72.080 of the Manhattan Beach Municipal Code, the following findings are made regarding the Sign Exception application.

1. The proposed sign exception would not be detrimental to, nor adversely impact, the neighborhood or district in which the property is located. Potential impacts may include, but are not limited to, design;

- a. The site is surrounded directly by commercial and industrial uses on the north, northeast, west and south, and by residential uses to the east, with residential beyond on the west, south and east sides. Most adjacent residential, commercial, and industrial uses are separated from the subject site by distance, streets, topography, landscaping and/or physical development and would not be impacted by the proposed sign exception, as conditioned. The proposed sign exception would be consistent with the Community Commercial and General Commercial zoning districts, since it will provide uniform site signage that is attractive and outdated signage will be removed. Clear consistent signage will direct visitors to the site, instead of having vehicles cut through streets that do not directly access the site. Much of the signage is on the interior of the site and is not even visible from the surrounding public rights-of-way or from surrounding properties.
- b. The scale, size, and function of the shopping center is such that the 2002 Master Sign Program needs to be updated and enhanced to promote and advertise key retail tenants without negatively impacting the experiences of pedestrians, drivers and passengers, or residential land uses.
- c. Tenants benefit from signage that attracts visitors but doesn't detract from well-designed exterior building facades. Signage will relation to building wall materials and colors, without creating aesthetic or light/glare impacts.
- d. The proposed signs will enhance the center by providing a consistent visual identity and will appear less bulky in that they will generally be at a lower height and more updated than the existing signs.
- e. The rolling topography of Sepulveda Boulevard, Rosecrans Avenue, and Marine Avenue streets alleviates adverse impacts generally seen with increased signage as visibility is limited.

2. The proposed sign exception is necessary in order that the applicant may not be deprived unreasonably in the use or enjoyment of their property;

- a. A comprehensive Master Sign Program across the entire site alleviates confusion to visitors, the need to consult personal digital devices for directions, and provides tenants with assurance that visitors can self-direct towards desired destinations.

- b. The three individual property owners (RREEF, Macy's and Hacienda) agreed to, and are developing their properties to operate as an integrated commercial property. They can now realize a planned development and signage will be harmonious and consistent.
- c. The enhanced signage increases the potential for visitors to readily grasp the diverse shopping and restaurant opportunities on the site.
- d. The sign exceptions will promote and advertise certain retail tenants without impacting the experiences of pedestrians, drivers and passengers, or adjacent residential land uses.
- e. The proposed signage will direct people to the parking structures while being compatible with the architecture and site design.
- f. The project will be enhanced by one Master Sign Program with consistent signage. The proposed 9,500 square-foot cap will not result in a change to the perceived number or density of signs across the entire site since the amount of signage will be in proportion to the square footage of new buildings constructed, and many of the new signs will be on the interior of the project and not visible from the public rights-of-way, or surrounding properties.
- g. The exception is warranted since the shopping center is the largest retail property of its kind in the City, has four major frontage roads, and has multiple internal streets, driveways, and walkways. The signs are necessary to attract and guide visitors from Sepulveda Boulevard, Rosecrans Avenue, Marine Avenue, and Village Drive.

3. The proposed sign exception is consistent with the legislative intent of this title;

- a. The exceptions, as conditioned, will promote preserving the character and quality of the area consistent with the character of Area District II.
- b. The signage will use high quality and attractive materials, blending with the architectural theme of the Mall expansion, while enhancing and supporting the retail commercial environment of Sepulveda Boulevard.
- c. The proposed sign program, including new pole sign design and placement, is consistent with the Sepulveda Development Guide.

Section 2. The Planning Commission of the City of Manhattan Beach hereby APPROVES the subject Master Use Permit Amendment, Variance (for building height), Sign Exception/Program for a remodel and expansion of the Manhattan Village Shopping Center, subject to the following conditions:

GENERAL/PROCEDURAL

1. **Compliance.** The project shall be in substantial compliance with the plans, application material and project descriptions in the applications as well as the Final EIR submitted to and approved by the Planning Commission on June 26, 2013. All development must occur in compliance with the proposal as set forth in the applications for said permits, subject to any conditions set forth within this Resolution. Any substantial deviation from the approved plans, application material and project descriptions in the applications as well as the Final EIR, except as provided in this approval, shall require review by the Director of Community Development and a determination if Planning Commission review and an amendment to the Master Use Permit or other approvals are required.
2. **Lapse of Approval.** The Use Permit shall lapse three (3) years after its date of approval unless implemented or extended in accordance with Manhattan Beach Municipal Code (MBMC) Section 10.84.090.
3. **Terms and Conditions are Perpetual.** These terms and conditions shall be perpetual, and it is the intention of the Director of Community Development and the permittee to bind all future owners and possessors of the subject property to the terms and conditions. Further, the applicant shall record the conditions of approval of this Resolution with the Office of the County Clerk/Recorder of Los Angeles. The format of the recording instrument shall be reviewed and approved by the City Attorney.
4. **Review.** All provisions of the Master Use Permit, Variance, and/or Sign Program/Exception are subject to review by the Community Development Department six months after occupancy and yearly thereafter. At any time in the future, the Planning Commission or City Council may review the Master Use Permit, Variance, and/or Sign Program/Exception for the purposes of revocation or modification,

subject to the provisions in Chapter 10.84.090 - Lapse of approval—Transferability—Discontinuance—Revocation of the Manhattan Beach Municipal Code. If the Director of Planning Commission determines that the project is creating traffic or land use impacts that were not anticipated in the EIR, additional conditions may be impose after providing notice to the applicant and a public hearing thereon.

5. **Interpretation.** Any questions of intent or interpretation of any condition will be resolved by the Planning Commission.
6. **Fish and Game.** 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.
7. **Effective Date.** Unless appealed to the City Council, the subject Use Permit shall become effective when all time limits for appeal as set forth in MBMC Section 10.100.030 have expired.
8. **Tenant Space Chart.** Upon submittal of any request for business license, or application for building permit, which involves the alteration or enlargement of any tenant space, or the introduction of any new business within an existing tenant space, the applicant shall provide an up to date site-wide tenant space chart which includes all of the tenants and properties within the Manhattan Village Shopping Center. The space chart shall include detailed area breakdowns subject to the review and approval of the Director of Community Development. The required space chart shall be consistent in format, and information provided with Exhibit A (Manhattan Village Shopping Center Leasable Area Tabulation- June 18, 2013) attached hereto. The space chart shall also include any outdoor dining areas. The information shall include tenant street addresses and suites, existing and proposed tenants, and evidence that the proposed alteration / tenant will provide adequate parking and loading as required by applicable parking standard.
9. **Legal.** Applicant shall defend, indemnify, and hold the City, its elected officials, officers, employees, volunteers, agents, and those City agents serving as independent contractors in the role of City officials (collectively "Indemnitees") free and harmless from and against any and all claims (including, without limitation, claims for bodily injury, death, or damage to property), demands, obligations, damages, actions, causes of action, suits, losses, judgments, fines, penalties, liabilities, costs, and expenses (including, without limitation, attorneys' fees, consequential damages, disbursements, and court costs) of every kind and nature whatsoever (individually, a "Claim," collectively, "Claims"), in any manner arising out of or incident to: (i) this approval and related entitlements, (ii) the City's environmental review of this project, (iii) any construction related to this approval, or (iv) the use of the property that is the subject of this approval. Applicant shall pay and satisfy any judgment, award or decree that may be rendered against City or the other Indemnitees in any such suit, action, or other legal proceeding arising out of or incident to this approval, any construction related to this approval, or the use of the property that is the subject of this approval. The City shall have the right to select counsel of its choice. Applicant shall reimburse the City, and the other Indemnitees, for any and all legal expenses and costs incurred by each of them in connection therewith or in enforcing the indemnity herein provided. Applicant's obligation to indemnify shall not be restricted to insurance proceeds, if any, received by Applicant or Indemnitees. This indemnity shall apply to all Claims and liability regardless of whether any insurance policies are applicable. Nothing in this Section shall be construed to require Applicant to indemnify Indemnitees for any Claim arising from the sole negligence or willful misconduct of the Indemnitees. In the event such a legal action is filed challenging the City's determinations herein or the issuance of the approval, 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.

AESTHETICS

10. **Landscape/Hardscape/Lighting Sitewide Plan.** The Project shall provide and maintain consistent drought tolerant landscape, shade trees, hardscape, and lighting improvements throughout the Mall site. The improvements shall generally be consistent with the plans reviewed and approved by the Planning Commission as determined by the Community Development Director. Mature trees and other landscaping, to screen and soften the parking structures shall be provided particularly in the areas without buildings adjacent to the perimeter of the structures, and throughout the surface parking lot. A minimum of 1 tree per 10 parking spaces in the structures and 1 tree per 6 surface parking space, minimum 24-inch box size, shall be provided. If it is shown through a photometric study that reducing the number of light standards on top of the parking structures will decrease off-site impacts, then the light standards shall be reduced in number and may be replaced with lower lighting to minimize impacts, such as wall packs and bollards. All new light fixtures shall be LED and have shields installed. After Mall closing hours the light fixtures on and in the parking lots and

structures shall automatically be dimmed, or lowered in intensity. The applicant shall also evaluate the feasibility of modifying or replacing other on-site lighting with fixtures that reduce off-site illumination and are more energy efficient. The applicant shall submit a detailed Plan to the City Police, Fire, Public Works and Community Development Departments and the City Traffic Engineer for review and approval with the submittal of plans for Phase I. Improvements shall be installed per the approved Plan prior to the issuance of the first building final for each Phase, except that improvements associated with the off-site linkages and on-site improvements outside of the 18-acre Development Area as identified in the Final EIR shall be installed prior to the completion of Phase I, as determined to be feasible by the Community Development Director.

11. **Signage Site-wide Plan/Master Sign Program.** The Project shall provide consistent signage improvements throughout the Mall site. The total square footage of signage for the entire site shall not exceed 9,500 square feet, as defined by the Code. All of the signage shall not be located in Phases I and II, but the Master Sign Program shall consider and allocate an appropriate ratio of signage for future Phase III signage. The sign improvements shall generally be consistent with the submitted project plans and project description with the following revisions:
- a. Signs shall be compatible with their related buildings and not be crowded within their locations or backgrounds. Harsh plastic or illuminated backgrounds shall be avoided, and low profile monument signs are encouraged.
 - b. Roof signs are prohibited.
 - c. All signage on parking structures shall be accessory to the structure through the design, color, location, size and lighting; while the parking structure architecture shall dominate. Any tenant signage on a parking structure shall have a locational relationship and proximity between the parking structure and the tenant. Signage near the top of parking structures shall be discouraged.
 - d. Concept plans for the City Gateway signage at the corner of Rosecrans and Sepulveda shall be submitted for review and approval to the City with the submittal of plans for Phase I. The sign shall not include any commercial advertisement and shall be installed by the applicant after Fry's vacates the Northwest corner property, at a time determined to be appropriate by the City.
 - e. The number and size of any new Department store and non-Department store anchor wall signs shall be reviewed through the Sign Program. The Director has the discretion through the Sign Program to limit the new Department store and non-Department store anchor wall signs in order to be consistent with the Sepulveda Design Guidelines, the purpose of the Sign Code, and to ensure compatibility and consistency with site design.
 - f. The Fry's pole sign adjacent to the Sepulveda Blvd bridge shall be removed by the applicant when determined to be necessary by the City to accommodate the Sepulveda bridge widening, and the City shall bear none of the cost of removal. The other two Fry's pole signs shall be removed when Fry's vacates the site, they shall not be relocated, modified or used by another tenant.
 - g. All new signs both interior and exterior shall be approved by the property owner or designated representative. Any new signs at 3500 Sepulveda Boulevard and Macy's shall require by their respective property owners or representatives.

The applicant shall submit a Sign Program, including a construction schedule and an inventory of the existing tenant signs, to the Community Development Department that is generally consistent with the sign plan submittal, with the revisions noted, with the submittal of plans for Phase I. The City will review and approve the Sign Program, and the applicant shall install and maintain the improvements per the approved Program.

12. **Construction Screening.** The project shall provide construction screening greater than 6 feet in height as needed in some areas to screen the construction site from view. Graphics shall be provided on the screening to enhance the aesthetics of the site, and the screening shall be maintained in good condition at all times. The applicant shall submit plans for the screening to the Community Development Department, for review and approval, with the submittal of plans for each Phase. The City will review and approve the Plan, and the applicant shall install the screening, per the approved Plan, prior to the issuance of a permit for each applicable Phase.

LAND USE

13. **Phase I (Village Shops)** can only proceed if:

- a. The North parking structure is revised to reduce the size and visual impact of the appearance of the parking structure by stepping the top level back on the west side, away from Sepulveda Boulevard, adjacent to the 3500 Sepulveda Boulevard building, or other design as determined by the Director of Community Development to minimize the impact and reduce on-site parking in Phase I. This shall reduce the size of the parking structure by a minimum of 50 spaces. The parking should be added to Phase II- Northeast Corner, and this parking structure may be constructed as a 3-level structure as part of Phase II.
 - b. All conditions within this Resolution that require submittals with Phase I shall be submitted.
 - c. At the culvert parking entry-exit area adjacent to Rosecrans Avenue provide a U-turn or traffic circle with a minimum turning radius of 30 feet, to internally connect both drive aisles.
 - d. Further separate Planning Preliminary Plan Check Review, as defined in Condition No. 17.
14. **Phase II (Northeast corner)**, can only proceed if:
- a. Macy's consolidates their store to the north end of the Main Mall, and another tenant or tenants, occupy the space currently occupied by Macy's Men's at the south end of the Main Mall.
 - b. All conditions within this Resolution that require submittals with Phase II shall be submitted.
 - c. An additional approximate 50 parking spaces (removed from Phase I) are added to the parking structure adjacent to the north side of the new Macy's Department store. This could include the addition of a third level on the structure.
 - d. The vehicular access ramp between the Medical building at 1200 Rosecrans Avenue and the new parking structure is redesigned to accommodate two-way traffic to connect the lower culvert parking to the main Mall level surface parking.
 - e. Existing utilities that are impacted by the construction shall be rerouted to be within the private streets on site or other locations approved by the Public Works Department and any other responsible agencies.
 - f. The Master Use Permit Amendment and any other required land use applications for Phase III- Northwest corner, including a construction schedule, shall be approved by the City prior to the issuance of building permits for Phase II.
 - g. Further separate Planning staff Preliminary Plan Check Review as defined in Condition No. 17.
15. **Phase III (Northwest corner)**. Phase III is not a part of this approval and a future Master Use Permit Amendment and possibly other discretionary approvals, are required through a Planning Commission public hearing process.
16. **Development Area Envelopes and Maximum Heights**. The Development Area Envelopes and Maximum Heights as shown in the Final EIR and the application plans are approved in concept, subject to the project conditions. Planning Staff review is required for the site improvement details through the Preliminary Plan Check Review process.
17. **Preliminary Plan Check Review**. The Applicant shall submit to the City Planning staff for Preliminary Plan Check Review of architectural plans, so show that the project is consistent with the architecture, quality and concept plans as reviewed by the Planning Commission. The plans shall include, but not be limited to, plans, material boards, color samples, renderings, and other visual displays to provide the following:
- a. Building and parking site plan-layout within the Development Area Envelopes.
 - b. Facades/elevations design motifs.
 - c. Colors, textures, and materials as concept design.
 - d. Landscaping, lighting, signage, and common area treatments as concept design.
 - e. Sepulveda/Rosecrans City entry-Gateway signage and treatment.

- f. Streetscape and common-outdoor plaza areas design- pavement treatment, sidewalks, pedestrian crosswalks, street/courtyard furniture, as concept design.

18. **Land Uses and Square Footages.** The following land uses and maximum square footages are approved for the entire Manhattan Village Mall site, for construction of Phases I and II only. The existing Mall contains approximately 572,837 square feet gross leasable area (GLA). The project may add a maximum of 89,872 NET new square feet GLA (99,589 square feet with the Equivalency Program) within the 18.4 acre development area. The entire 44-acre Mall site may not exceed 662,709 square feet GLA (672,426 with the Equivalency Program).

For any proposed square footage that exceeds 662,709 square feet, up to the 672,426 square foot cap, the applicant shall submit traffic and parking data for review by the Community Development Department and the City Traffic Engineer to determine if the proposal is consistent with the trip generation and parking thresholds established in the Certified Final EIR and the Equivalency Program. The study shall include an update of the sitewide list of tenants in Exhibit "A", uses and GLA, and the applicant shall pay the cost of the City Traffic Engineers review.

The site may provide the following land uses, not to exceed the maximum square footage for each land use type:

- a. Retail Sales -No square footage cap.
- b. Personal Services (Beauty salons, Dry-Cleaners, Shoe repair, etc.) - No square footage cap.
- c. Food and Beverage Sales (including Grocery Stores, but excluding liquor stores, convenience stores and other high traffic generating or high parking demand land uses as determined by the Director);- No square footage cap.
- d. Offices, Business and Professional-69,300 square feet for Business and Professional offices. 21,800 square feet for Medical and Dental offices (existing square footage rounded, no additional allowed).
- e. Banks, Savings and Loans- 36,200 square feet (existing square footage, no additional allowed).
- f. Eating and Drinking Establishments (restaurants) -89,000 square feet, include outdoor dining areas for restaurants that provide full table service.
- g. Uses identified as permitted (by right) in the underlying zoning district (CC) which are not included in this Master Use Permit shall be left to the discretion of the Director of Community Development to determine if Planning Commission review is required.

The following uses are not permitted by this Master Use Permit:

- a. Personal Improvement Services (Gyms, Dance studios, Trade schools, etc).
- b. Liquor stores, convenience stores and other high traffic generating land uses as determined by the Director of Community Development.
- c. Commercial Recreation and Entertainment (Indoor Movie Theaters, bowling alleys, ice skating, etc.).
- d. Bars.

19. **Fry's future tenant.** Any new tenant proposed to occupy the building on the Fry's 3600 Sepulveda Boulevard site shall require Planning Commission review and approval through a master Use Permit Amendment and a duly noticed public hearing. Criteria and potential impacts to consider include but are not limited to, traffic, parking, access, land use compatibility including Gateway statement, length of tenancy, security/crime, noise, light, hazards, vibrations, odors, aesthetics, and demand on public services.

20. **Alcohol Off-site Sales.** The sale of alcohol other than for on-site consumption at an eating and drinking establishment shall require an amendment to the Master Use Permit at a duly noticed public hearing, unless otherwise permitted in this Resolution.

21. **Restaurant Drive-Through.** There shall be no Restaurant drive-through service allowed in conjunction with any existing or proposed Eating and Drinking Establishment.

22. **Restaurant Hours.** Restaurant uses, including the service of alcoholic beverages, except as noted in Conditions No. 55 and 59, shall limit their hours of operation to be open a maximum of 6:00 a.m. to 2:00 a.m., seven days a week.
23. **Restaurant Alcohol.** Any restaurant, except as noted in Conditions No. 58 and 60 (Tin Roof Bistro special event dining room-3500 Sepulveda Boulevard), may provide full alcohol service which is incidental to, and in conjunction with, the service of food provided that such use does not include a retail bar, to a maximum area of 89,000 square feet site-wide as set forth in Condition No. 18. This approval shall operate within all applicable State, County and City regulations governing the sale of alcohol. Any violation of the regulations of the Department of Alcohol and Beverage Control as they pertain to the subject location, or of the City of Manhattan Beach, as they relate to the sale of alcohol, may result in the revocation and/or modification of the subject Master Use Permit.
24. **Entertainment.** Any entertainment proposed (with the exception of background music, television and no more than 3 games or amusements) shall be required to obtain a Class I Entertainment Permit consistent with the provision of Section 4.20.050 of the Manhattan Beach Municipal Code.
25. **Landscape Maintenance.** Landscaping and maintenance activities (including, but not limited to parking lot cleaning, grounds-keeping and outdoor equipment and shopping cart cleaning) shall occur in accordance with a Landscape Maintenance Plan ("The Maintenance Plan") approved by the Director of Community Development. The Maintenance Plan shall establish permitted hours of operation for specific maintenance activities and areas of the shopping center, based on compatibility with nearby land uses, both on and adjacent to the center. All landscaping materials shall be maintained to the satisfaction of the Director of Community Development.

NOISE

26. **Deliveries.** Delivery activities that are contiguous to residentially zoned and improved properties shall be limited to between 7:00 a.m. and 10:00 p.m. Monday through Friday and between 8:00 a.m. and 10:00 p.m. on Saturdays, Sundays and major holidays, including New Year's Day, Memorial Day, Independence Day, Labor Day, Thanksgiving Day, and Christmas Day. Delivery operations shall be conducted in such a manner so as not to exceed applicable residential noise standards. The term "delivery activities" shall include, but not be limited to the presence of workers or delivery trucks at the business site even if not actual delivery work or unloading is being done. It shall also include vehicles or delivery equipment being started or idled, playing of radios, tape players or other devices, loud talking, and unloading of materials. Business delivery doors shall not be opened before hours of permitted deliveries as specified herein. Delivery vehicles shall park in designated commercial loading areas only and shall not obstruct designated fire lanes.
27. **Trash Collection.** Routine trash collection on the entire site shall occur after 9:00 a.m. and before 10:00 p.m. Construction material trash collection activities (drop off and pick-up) shall be limited to hours of permitted construction as specified in the City's Noise Ordinance, or between 7:30 and 6:00 p.m. Mondays through Fridays, and between 9:00 a.m. and 6:00 p.m. on Saturdays.

FIRE

28. **Fire Emergency Response Plan.** A Plan for fire lanes, fire sprinklers, fire hydrants, and other Fire emergency response requirements shall be provided and maintained throughout the 44-acre Mall site. The Plans shall include but not be limited to the following:
 - a. Provide a minimum vertical clearance of 15 feet and horizontal clearance of 20 feet for Fire vehicle access under all bridges and other overhead structures on Village Drive, Cedar Way, Carlotta Way, Fashion Boulevard, and within the lower level culvert parking area. This is intended to allow ambulance-paramedic vehicle access throughout the site, but not within the parking structures. Village Drive, Cedar Way, Carlotta Way, Fashion Boulevard, and within the lower level culvert parking area, and any other required roadways, shall be designated as Fire lanes as determined by the Fire Department, shall allow "no stopping" on both sides and be clearly marked. Additional lane width will be required in certain areas to accommodate vehicle turning movements and bicycles.
 - b. All parking structures shall provide a minimum vertical clearance of 8'-2" for disabled/ADA access. All parking structures shall also have the required stand pipes, sprinklers, hydrants, perimeter and internal access, gurney size elevators, exterior stairs, etc. for Fire suppression.

- c. The applicant shall provide a “gator” or similar gurney transport vehicle on the site to provide Fire Department access within the parking structures and other remote areas.
- d. Fire hydrants shall be located within 15 feet of the Fire Department Connections (FDC), and the FDC and related double check valve assembly shall be integrated into the design of the buildings to screen the valves but allow clear visibility and access to the FDC, subject to Fire and Community Development Department approval.
- e. Upgrade to current standards the Opticom emergency vehicle preemption devices at all signalized intersections adjacent to the project site.
- f. An Emergency Response Plan that includes 24/7 on-site personnel to direct emergency response teams to the exact location of incidents shall be provided.
- g. The applicant shall work cooperatively with the Fire Department to provide, if feasible, a pedestrian ramp or at-grade access at the rear of the Mall to facilitate the safe removal of patients from that location.

The applicant shall submit the Plan to the City Fire and Community Development Departments with the submittal of plans for each Phase, including an implementation and maintenance schedule. The City will review and approve the Plan, and the applicant shall install, implement and maintain the improvements and requirements per the approved Plan.

POLICE

- 29. **Police Holding Office.** The Project shall provide a separate and secure Police “holding” office at no cost to the City within the main Mall of approximately 100-150 square feet in area. The location of the office is subject to Police Department review and approval but it must have access from the interior of the Mall, such as from a corridor, and exterior access is not required. This will be separate from the Mall Security staff office. The intent and use of this area will be for the exclusive use of the Police Department to have a safe, secure, convenient, comfortable and private area for interviewing and consulting with victims, witnesses, and others with security issues and concerns. The area will provide for storage of Security and Safety Educational material for Police use. The applicant shall submit plans to the City Police and Community Development Departments with the submittal of plans for Phase I. The City will review and approve the Plan, and the applicant shall install the improvements per the approved plan prior to the issuance of the first building final for Phase I.
- 30. **Security Cameras.** The Project shall provide security cameras throughout the parking structures and surface parking lots for the entire Mall site to the satisfaction of the Police Department. A Phasing plan for the installation of the cameras that considers construction Phasing on the site shall be provided. Cameras shall be placed at entrances, exits, stairwells, elevators and throughout the parking areas. Cameras shall be able to capture license plate numbers as well as count vehicles. Some cameras shall be capable of being relocated as needed to monitor Special Events. Cameras are not required to be manned. The applicant shall submit plans to the City Police and Community Development Departments with the submittal of plans for Phase I. The City will review and approve the Plan, and the applicant shall install the improvements per the approved Plans.
- 31. **Police Special Event/Security and Cedar Way Plan.** The Project shall provide a Holiday/Sales-Special Events/Peak Customer Security, Traffic and Parking Control Plan as part of the overall Security Plan detailed in the Mitigation Measures of the EIR. The Plan shall include a provision for reimbursement of Police services when additional services are required. The Plan shall include an update and amendment to the existing Vehicle Code and Parking Enforcement Agreement (June 1, 1987) between the City and the Mall to ensure adequate enforcement mechanisms are in place. The Plan shall also provide for the possibility of closing Cedar Way during Special Events, and shall include a periodic review of the operations of Cedar Way to determine if the core area should be closed to vehicular traffic and limited to pedestrians, bikes and emergency vehicle access only. The applicant shall submit the Plan to the City Police, Fire and Community Development Departments with the submittal of plans for Phase I. The City will review and approve the Plan, and the applicant shall implement the provisions as detailed in the approved Plan.
- 32. **Package Holding and Delivery.** The Project shall provide a package holding and delivery service for customer use for purchases at all tenants throughout the Mall. The Plan for the secure location and operation of the service shall be subject to the City Police Department review and comments and the Community Development Department review and approval. The intent of this condition is for security and convenience as well as to promote walking, biking and transit use by giving customers options for transporting purchases to their destination. The applicant shall submit Plans to the City

Police and Community Development Departments with the submittal of plans for Phase I. The City will review and comment/approve the Plan, and the applicant shall install the improvements per the approved Plan prior to the issuance of the first building final for Phase I.

TRANSPORTATION, CIRCULATION AND PARKING

33. **Veterans Parkway Linkage Plan.** The Project shall provide bicycle and pedestrian paths under the Sepulveda bridge and onto the project site that link the Mall and Veterans Parkway. The Veterans Parkway Linkage Plan shall include lighting, signage, and other improvements to enhance the aesthetics, usability and security of the area, to create an inviting entry and secure environment, and to connect the site. A Phasing plan for construction of the improvements that considers construction Phasing on the site, as well as the Sepulveda Bridge widening construction, shall be provided. The applicant shall submit Plans to the City Police, Fire, Public Works and Community Development Departments, the City Traffic Engineer, and if necessary Caltrans, with the submittal of plans for Phase I. The City, and any other agency with jurisdiction, will review and approve the Plan, and the applicant shall install the improvements per the approved Plan. The City shall maintain the public portions, and the Mall shall maintain the private portions.
34. **Bicycle and Pedestrian Plan.** The project shall provide bicycle and pedestrian improvements throughout the site, including the perimeter of the project site, with interconnected walkway and bicycle networks and linkages to off-site improvements and transit (including pavement treatment, raised intersections, improved pedestrian crossings, bike parking, arrows, etc.) Crosswalks with activated flashing beacons on key uncontrolled crossings on Carlotta Way, such as at the culvert crossing north of the 3500 Sepulveda Boulevard building shall be provided. A dedicated separate bikeway under the Sepulveda bridge, through the project site, and connecting to Village Drive shall be provided. The bikeway in the culvert shall connect from under the Sepulveda Bridge and up to the Fry's site, but it does not need to continue and connect to Rosecrans Avenue. A separate pedestrian pathway shall link the entire length of the culvert (Sepulveda Bridge to Rosecrans Avenue). The bike network shall connect on and off site and to the bike racks/lockers/facilities, with racks distributed in key locations. The Plan shall include an active "Walk to the Mall" program to encourage non-motorized access to the Mall. The Plan shall include a component of working and partnering with groups that promote walking and alternative forms of transportation. The improvements shall generally be consistent with the plans approved by the Planning Commission, although the pavement treatments shall be provided throughout the project site as determined by the Community Development Director. Additional improvements shall be provided at the Ralphs/CSV building at the south end of the site to enhance pedestrian accessibility and safety from the parking lot to the buildings. All access shall meet ADA requirements.

Improvements shall be installed per the approved plans with each Phase, except that the off-site linkages and on-site improvements outside of the Development Area as identified in the Final EIR shall be installed prior to the completion of Phase I, as determined to be feasible by the Community Development Director.

The applicant shall submit a Plan to the City Police, Fire, Public Works and Community Development Departments and the City Traffic Engineer with the submittal of plans for Phase I. A Phasing plan for construction of the improvements that considers construction Phasing on the site, as well as the Sepulveda Bridge widening construction, shall be provided. The City will review and approve the Plan, and the applicant shall install and maintain the improvements per the approved Plan.

35. **Pedestrian Off-site Linkage Plan.** The Project shall provide improvements to the City leased parking lot, to encourage and enhance use of the parking lot for employees as well as customers. Enhance pedestrian access between the lot and the Mall site, as well as between the Senior Housing and the Village homes and the Mall site, with signage, lighting, landscaping and other design features. The applicant shall submit the Plan to the City Police, Fire, Public Works and Community Development Departments and the City Traffic Engineer with the submittal of plans for Phase I. The City will review and approve the Plan, and the applicant shall install the improvements per the approved plan prior to the issuance of the first building final for Phase I.
36. **Employee Parking Program.** The Project shall provide an Employee Parking Management Program to encourage remote parking, parking in the lower culvert area, off-site parking, walking, biking, transit use, carpooling and other forms of alternative and non-motorized transportation, and incentives to reduce employee parking. Street or other public parking, other than the leased City parking lot off of Village Drive, shall not be used for employee parking. The Program shall actively promote reducing employee parking, shall prohibit parking in structures and certain surface lots during the peak parking season, and shall include active enforcement by Mall personnel. The

Program shall be submitted to the Community Development Department and the City Traffic Engineer for review and approval with the submittal of plans for Phase I and annual reporting shall be provided. The City will review and approve the Program, and the applicant shall implement the Program and install any required improvements per the approved Program prior to the issuance of the first building final for Phase I. The Program shall be adjusted annually if needed to manage the parking supply as determined by the City.

37. **Valet Parking Management Plan.** The Project shall provide a Valet Parking Management Plan to designate valet parking areas, circulation, hours, rates, validations, operations, terms, remote drop-off/pick-up location, signage, passenger drop-off and pick-up, etc. The Plan shall be submitted to the Community Development Department and the City Traffic Engineer for review and approval with the submittal of plans for Phase I. The City will review and approve the Plan and the applicant shall implement the prior to the issuance of the first building final for Phase I.
38. **Electric Vehicle (EV) Charging.** The applicant shall install and maintain for public use, EV parking/charging stations throughout the parking lots and/or parking structures, provided at a ratio of a minimum of 2% of the total on-site parking spaces. The stations shall provide a Level 2 charging capacity (208-240 volts), may charge prevailing rates for the purchase of the energy, and the parking spaces will be designated for the exclusive use of EV charging. The applicant shall install and maintain solar panel structures for energy generation and to provide shaded parking on upper parking deck levels or in surface parking in areas that will not significantly limit views of the site signage. The applicant shall submit plans including a construction schedule to the Community Development Department with the submittal of plans for Phase I. The City will review and approve the Plan, and the applicant shall install the improvements per the approved Plan with each Phase.
39. **Sepulveda Boulevard.** The retention, modification, relocation and/or removal of the existing Fry's driveway off Sepulveda Boulevard that accesses the Northwest corner parcel is subject to review and approval of Caltrans and the City Public Works, Fire, Police and Community Development Departments. The applicant shall reimburse the City the \$12,455 cost of the Caltrans required Traffic Stimulation Study that evaluated the impact of the Fry's driveway to the traffic flow on Sepulveda Boulevard. The Driveway Plan may be phased, allowing the following. a) Through the end of 2016, or when Fry's vacates the site whichever comes first, the existing driveway condition (entry and exit, right in and out) may remain, b)- At the end of 2016, or when Fry's vacates the site whichever comes first, the driveway must be reconfigured/relocated to be entry, right-in only, c) At the end of 2016, if Fry's continues to occupy the site or if at any time another tenant occupies the existing site, the driveway must be reconfigured/relocated to be entry, right-in only, d) If at any time the site is vacant for 6 months or more then the driveway must be removed, and the curb, gutter, sidewalk and any other required improvements installed by the applicant as soon as possible, as determined by the City, unless building plans for Phase III, Northwest corner development, have been approved and permits have been issued, and e) If the driveway is removed any future driveway for the Phase III- Northwest Corner development shall be entry right-in only. Plans for the driveway modifications or removal/relocation and related improvements shall be submitted to the City and Caltrans with the submittal of plans for Phase I, and shall include a schedule for the completion of the improvements. The driveway modifications or removal/relocation and related improvements shall be completed by the applicant per the approved Plan.

The applicant shall also be required to dedicate land or submit and record an irrevocable offer to dedicate (IOD) land, and construct, or fund the construction of, any required improvements related to the driveway on Sepulveda, subject to the City of Manhattan Beach Public Works and Caltrans approval. The required lane width, sidewalk, driveway access design, disabled accessibility, acceleration/deceleration lane, and other improvement details shall be subject to City of Manhattan Beach Public Works and Community Development Departments and Caltrans approval. The applicant shall coordinate the driveway and other improvements with the Sepulveda Bridge widening project. The schedule for the dedication or IOD and related improvements shall be included with the Plans for the driveway modifications or removal/relocation.

The applicant shall submit the dedication, or irrevocable offer to dedicate (IOD), required for Sepulveda bridge widening, subject to the City of Manhattan Beach Public Works and Community Development Departments and Caltrans review and approval. The IOD shall also include a temporary construction staging area in the culvert area northeast of the bridge for bridge construction, and access from the staging area to Rosecrans Avenue. The IOD's shall be submitted prior to the submittal of plans for Phase I. The dedications and any other requirements related to the dedications shall be completed prior to the issuance of permits for Phase I, or prior to the beginning of bridge widening project, whichever comes first. The City and Caltrans, if required, will review and approve the dedication or IOD, and the applicant shall implement the provisions as detailed in the approval.

40. **Rosecrans Avenue.** The applicant shall provide an irrevocable offer to dedicate (IOD), for a new acceleration/deceleration lane and improved sidewalk on the south side of Rosecrans Avenue, beginning a minimum of 165 feet west of the existing westernmost (Fry's) driveway to the easternmost driveway off of Rosecrans prior to issuance of permits for Phase I. The IOD shall provide for a 12 foot curb lane width and 8 foot sidewalk; however, the sidewalk shall be continuous from Sepulveda Boulevard to Village Drive. The applicant shall submit plans for the improvements to the Public Works, Fire, Police and Community Development Departments and the City Traffic Engineer, for review and approval, for the portion adjacent to the westernmost (Fry's) driveway with the submittal of plans for Phase I, and for the easternmost driveway portion with the submittal of plans for Phase II. The City will review and approve the Plan, and the applicant shall dedicate the property and construct the improvements, or cause the improvements to be constructed, per the approved plans with the construction of Phases I and II, respectively, as determined by the City.
41. **Rosecrans Avenue Median.** The existing median break and left-turn pocket from westbound Rosecrans Avenue, southbound into the existing Fry's driveway that accesses the Northwest corner parcel shall be closed and restored/reconstructed as a median when Fry's vacates the site. The existing median break and left-turn pocket from eastbound Rosecrans Avenue, northbound into an existing curb-cut and driveway apron on the north side of Rosecrans Avenue shall be closed and restored/reconstructed as a median prior to the issuance of building permit finals for Phase I. The applicant shall submit plans for the improvements to the Public Works, Fire, Police and Community Development Departments and the City Traffic Engineer, as well as the City of El Segundo if any of the improvements are located within that City, for review and approval, with the submittal of plans for Phase I and shall include a schedule for the completion of the improvements. The City will review and approve the Plan, and the applicant shall construct the improvements, or cause the improvements to be constructed, per the approved Plans.
42. **Rosecrans Avenue Left-turns.** On Rosecrans Avenue, no left turns are allowed out of any driveways from the project site to westbound Rosecrans Avenue. The applicant shall submit plans for signage and or other improvements to the Public Works, Police, Fire and Community Development Departments and the City Traffic Engineer, for review and approval, with the submittal of plans for Phase I. Any portions of the improvements within another jurisdiction shall also require a permit from that jurisdiction. The City will review and approve the Plan, and the applicant shall install the improvements per the approved plans with the construction of Phase I.
43. **Sepulveda Boulevard and Rosecrans Avenue Corner.** The applicant shall provide an irrevocable offer to dedicate (IOD), for future road and sidewalk widening, corner improvements, ADA access, traffic signal and utility modifications and other improvements as needed to transition and tie together the Sepulveda and Rosecrans improvements, and upgrade the area to current standards, prior to the issuance of permits for Phase I. The applicant shall submit plans for the improvements to the Public Works, Fire, Police and Community Development Departments, the City Traffic Engineer, and Caltrans for review and approval, with the submittal of plans for Phase I, and shall include a schedule for the completion of the improvements. The schedule for completion of the improvements shall be coordinated with the Sepulveda bridge widening, Fry's Sepulveda driveway, the Rosecrans improvements and other applicable improvements in the area. The City will review and approve the Plan and schedule, and the applicant shall dedicate the property and construct the improvements per the approved Plan.
44. **Village Drive at Rosecrans Avenue.** The applicant shall provide an irrevocable offer to dedicate (IOD) at the southwest corner of Rosecrans and Village, to accommodate improvements for future dual-left turn lanes and improved truck-turning radii, from Westbound Rosecrans Avenue to Southbound Village Drive, prior to issuance of permits for Phase I. The applicant shall submit plans for the improvements to the Public Works and Community Development Departments, and the City Traffic Engineer, with the submittal of plans for Phase I, and shall include a schedule for the completion of the improvements. The schedule for completion of the improvements shall be coordinated with other planned improvements for the area. The City will review and approve the Plan, and the applicant shall dedicate the property and construct the improvements with the construction of Phase II, per the approved Plan.
45. **Village Drive at Rosecrans Avenue (future).** The applicant shall provide an irrevocable offer to dedicate (IOD), to provide for future road and sidewalk widening including a minimum of a six foot dedication on Village, a 40 foot diagonal corner cut off, and a 12 foot dedication on Rosecrans Avenue, to accommodate a wider (6 foot to 8 foot) sidewalk, landscaping, disabled access ramps, traffic signal and utility modifications and other improvements on Village Drive and Rosecrans Avenue, prior to issuance of permits for Phase 1. This will accommodate a total of two lanes Northbound and two lanes Southbound on Village Drive and the required corner transition

improvements at Rosecrans Avenue and Village Drive. If the Medical Building at 1200 Rosecrans Avenue no longer occupies the site, or when there is adequate room to accommodate the improvements, the land shall be dedicated and the applicant shall provide a fair-share contribution to fund the construction of the improvements.

46. **Irrevocable Offer to Dedicate (IOD).** All IOD's shall be recorded with the Los Angeles County Recorder's office. All IODs shall have a project description and include a metes and bounds legal description, prepared by the applicant. All IOD's shall be submitted to the City for review and approval and shall be recorded when required by the City.
47. **Rosecrans Avenue U-turn at Village Drive.** A future "U-Turn" movement from Eastbound Rosecrans Avenue at Village Drive, if the intersection is fully signalized, is acceptable if it can be designed to Traffic Engineering standards, all safety criteria is met and traffic flow is not significantly impacted. The applicant is not required to install the improvements but if they desire to, then they shall submit plans for the improvements to the Public Works, Police, Fire and Community Development Departments and the City Traffic Engineer, for review and approval, with the submittal of plans for Phase I. Any portions of the improvements within another jurisdiction shall also require a permit from that jurisdiction. The City will review and approve the Plan, and the applicant shall install the improvements per the approved plans.
48. **Marine Avenue-Cedar Way.** The existing driveway access at Marine Avenue and Cedar Way shall be widened to provide two inbound lanes and three outbound lanes, and shall be designed to accommodate the largest trucks anticipated to make deliveries to the site as well as emergency vehicle access. The widening shall include all related public and private improvements, and dedication of land if necessary, to accommodate the improvements. The applicant shall submit plans for the improvements to the Public Works, Fire, Police, and Community Development Departments and the City Traffic Engineer, for review and approval, with the submittal of plans for Phase I. The City will review and approve the Plan, and the applicant shall construct the improvements per the approved plans prior to the issuance of a building permit final for Phase I.
49. **Construction Traffic and Parking Management Plans.** The Construction Parking Management Plan, required as a Mitigation Measure in the Final EIR, shall be implemented during all construction activity, not only during the Thanksgiving through New Year's peak period. The Construction Traffic Management Plan, also required as a Mitigation Measure in the Final EIR, shall also address, but not be limited to the following; the management of all construction traffic during all phases of construction, including delivery of materials and parking of construction related vehicles; driver-less vehicles blocking neighbors' driveways without written authorization; the overnight storage of materials in the roadway; and limiting the hours of construction deliveries on weekend mornings where such activities including driving, parking and loading/unloading in areas adjacent to residential uses. The applicant shall submit the Plans, and an implementation schedule to the Public Works, Fire, Police, and Community Development Departments and the City Traffic Engineer, for review and approval, with the submittal of plans for Phase I. The City will review and approve the Plans, and the applicant shall implement the Plans in accordance with the approved schedule.
50. **Traffic, Circulation, and Parking Plan.** A Plan for all parking and roadway striping, signage, pavement treatment (including sharrow markings), pedestrian and bike access shall be provided throughout the 44-acre Mall site. The Plans shall include but not be limited to the following:
 - a. No compact parking spaces shall be allowed unless approved by the Director of Community Development.
 - b. Disabled access parking spaces that exceed the minimum number of required spaces, evenly distributed throughout the site at convenient locations.
 - c. Parking structures shall have a minimum of two vehicle entry-exit points and three if over 400 spaces, and shall provide parking occupancy systems with permanent electronic displays showing unoccupied spaces on each level.
 - d. Parking shall be provided at a minimum ratio of 4.1 spaces per 1,000 square feet of gross leasable floor area (GLA).
 - e. Parking shall not be reserved for any particular user, except for disabled, and EV charging, or as designated in the approved Employee and Valet Parking Plans.
 - f. Passenger loading zones shall be provided near the Village Shops.

- g. Any intersection improvements anticipated to be completed in the EIR traffic study that are not completed prior to the completion of Phase I shall be completed by the applicant.
- h. At a minimum, the central core portion of Cedar Way (between buildings “E” and “F” and the main Mall building) with decorative pavement shall be constructed without curbs, and landscaping, bollards or other architectural or hardscaping improvements shall be used to prevent vehicles from driving onto pedestrian only walkways. Parking and loading shall be prohibited in the decorative pavement area.
- i. Separate pedestrian walkways shall be provided to all parking structures.
- j. Truck loading spaces shall be provided close to all buildings.
- k. A U-turn or traffic circle shall be provided in the culvert parking area near Rosecrans to internally connect both aisles with a minimum outside turning radius of 30 feet.
- l. Northbound left-turn pockets shall be provided on Carlotta Way at 27th and 30th Street entry points, as well as a two –way internal drive aisle at 30th street between Carlotta Way and Cedar Way, a second two-way drive aisle at another location, and no dead-end aisles.
- m. Cedar Way, Carlotta Way and Fashion Boulevard shall provide a minimum 25 foot width for adequate vehicle circulation and turning movements. Roadways with separate bike lanes (not sharrows) shall provide a minimum 30 foot roadway width.

The applicant shall submit plans for the improvements, and an implementation schedule to the Public Works, Fire, Police, and Community Development Departments and the City Traffic Engineer, for review and approval, with the submittal of plans for Phase I. The City will review and approve the Plan, and the applicant shall construct the improvements per the approved Plan, generally prior to the issuance of a building permit final for Phase I.

- 51. **Transit Plan.** The applicant shall work with transit providers and the City to provide a transit route through the Mall, to connect to and expand existing services and to tie into the Greenline, and to submit grant applications and/or provide matching funds for transit improvements. The project shall be designed to accommodate transit through turning radius, clearance, transit stops, shelters, linkages, signage, and similar improvements. Public transit improvements, as detailed above, shall be installed throughout the site, and on adjacent public property if feasible, providing connectivity on and off-site with transit, pedestrians and bikes. The applicant shall submit plans for the improvements to the Public Works and Community Development Departments and the City Traffic Engineer, for review and approval, with the submittal of plans for Phase I and shall include a schedule for the completion of the improvements. The City will review and approve the Plan, and the applicant shall construct the improvements, or cause the improvements to be constructed, per the approved Plan.

WASTEWATER /UTILITIES

- 52. **Cleaning Outside.** No outside cleaning of kitchen floor mats or shopping carts will be permitted on the site. All kitchen floor mats shall be cleaned in such a manner that the run-off wastewater drains only to a private sewer drain on the premises.
- 53. **Grease inceptors and trash enclosure Plan.** The applicant shall upgrade any existing grease inceptors to current standards, as feasible, in areas of construction. The applicant shall also upgrade any existing trash enclosures to provide covers, and adequate room for solid waste, recyclables and food waste recycling. Existing trash enclosures shall also be tied into sanitary sewers, if feasible. The applicant shall work with Waste Management, or the current waste provider, and Public Works to develop a Plan for the improvements to the existing facilities. The applicant shall then submit plans for the improvements to the Public Works, Fire and Community Development Departments, for review and approval, with the submittal of plans for Phase I and shall include a schedule for the completion of the improvements. The City will review and approve the Plan, and the applicant shall construct the improvements, or cause the improvements to be constructed, per the approved Plan.
- 54. **Utilities.** All private utilities on the site shall be maintained by the property owner not the City of Manhattan Beach.

SPECIAL CONDITONS FROM PRIOR APPROVALS-3500 SEPULVEDA

Tin Roof Restaurant—Alcohol (CC Resolution No. 6171)

55. The hours of operation for the Tin Roof Bistro restaurant shall be limited to 11:00 AM to 12:00 AM (midnight) seven days a week.
56. The property owner of 3500 Sepulveda Boulevard property (Hacienda/Haagen) shall be work cooperatively with the Mall owner in future applications that affect both parties and sign any Master Use Permit Amendment or other entitlement applications that affect both parties as required by the Municipal Code and Resolution PC 12-02.
57. The property owner shall dedicate the land identified in the irrevocable offer to dedicate (IOD) recorded on the property on March 12, 2009, when determined to be necessary by the City. The property owner shall cooperate fully with the City in the future roadway widening. The City shall make a good faith effort to work with the property owner, RREEF, Caltrans, and other involved agencies to resolve any noise impacts to the subject property related to the dedication and the Sepulveda Boulevard widening.

Tin Roof Restaurant—Separate Private Dining Room/Event Space with Beer and Wine (PC Resolution No. 12-02)

58. In the event that the business known as Tin Roof should vacate the premises, the adjacent event space at 3500 Sepulveda Boulevard, may be occupied by another similar use, if upon its review, the Department of Community Development determines that the replacement use has the same use characteristics as the event space, including type of service provided, on-site consumption of beer and wine only, peak hours of activity and is in conjunction with the main restaurant. The intent of this condition is to ensure that any replacement use would be part of the main restaurant and would only be allowed to serve beer and wine for on-site consumption in the event space.
59. The on-site consumption of beer and wine for the private dining room/event space shall be limited to 8:00 AM to 12:00 AM (midnight) seven days a week and with food service only.
60. Prior to the issuance of a Certificate of Occupancy or a building final the applicant shall obtain approval from the State Department of Alcoholic Beverage Control (ABC) for the on-site consumption of beer and wine at the private dining room/event space. The applicant shall comply with all conditions of the approval. Although, the existing Tin Roof restaurant has a full liquor (Type 47) license, regardless of the type of alcohol license issued by the ABC for the new private dining room, the new area shall be limited to service of beer and wine only.
61. Noise emanating from the site shall be in compliance with the Municipal Noise Ordinance. Any sound or amplification system or equipment is prohibited outside.

Vintage Shoppe-Wine Shop (PC Resolution No. 10-03)

62. In the event that the business known as Vintage Shoppe should vacate the premises, the tenant space Suite 140 at 3500 Sepulveda Boulevard, may be occupied by another similar use, if upon its review, the Department of Community Development determines that the replacement use has the same use characteristics as the wine shop, including type of service provided, and peak hours of activity. The intent of this condition is to ensure that any replacement retail tenant, if exercising a Type-42 ABC license for on-site consumption of beer and wine and Type-20 ABC license for sale of beer and wine for off-site consumption, would be a use similar to the Vintage Shoppe.
63. The on-site wine tasting shall be conducted only in the designated area (maximum area of 100 square feet) from Monday to Saturday 11am to 9pm and 11am to 8pm on Sunday and shall have no seating furniture, tables or fixtures. No exterior tables or seating will be allowed. The wine counter shall be the only level surface for placing wine glasses, and other wine tasting items. The "wine sampling designated area" shall include customers, employees, serving, sampling and associated support use. Wine tasting shall be limited to a maximum of five (5) one ounce sips per person. Sips shall be poured only by store employees. No direct exterior access from the wine sampling area shall be allowed. No special events, wine tasting parties or similar functions will be allowed, with the exception of winemaker events, visits and presentations.
64. The wine tasting and area will be restricted only to patrons at least 21 years in age and not become a "wine bar" use. Persons under 21 years of age are not allowed within the wine cellar.
65. The applicant shall obtain approval from the State Department of Alcoholic Beverage Control and shall comply with all related conditions of approval.

66. Noise emanating from the site shall be in compliance with the Municipal Noise Ordinance. Any outside sound or amplification system or equipment is prohibited.

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

I hereby certify that the foregoing is a full, true, and correct copy of the Resolution as adopted by the Planning Commission at its regular meeting of June 26, 2013 and that said Resolution was adopted by the following vote:

AYES:
NOES:
ABSTAIN:
ABSENT:

Richard Thompson,
Secretary to the Planning Commission

Rosemary Lackow
Recording Secretary

Manhattan Village Shopping Center

Leaseable Area Tabulation

Tenant	Space Number	sq feet	od sf	Tenant	Space Number	sq feet	od sf
Macy's Buildings				Neighborhood Center			
Macy's Main Store	M1	108,977		Anchors			
Macy's Men's & Home	M2	67,077		Ralph's Grocery	2700	43,278	
Sub Total Macy's		176,054		CVS Pharmacy	2900	25,500	
Mall Shops				<i>subtotal</i> 68,778			
Janie & Jack	A1	1,885		Retail			
Gymboree	A2	2,144		Corner Cleaners	2660 (M2)	2,042	
Aerosoles	A4	1,086		Jenny Craig	2970 (K1)	2,000	
Secret to Beauty	A5	2,158		Super Sports	2930 (K2)	4,973	
Chico's / Soma	A6	6,659		SuperCuts	2920 (K6)	1,220	
Williams Sonoma	A10	5,332		<i>subtotal</i>		10,235	
Pottery Barn	B1	10,452		Restaurants			
Pottery Barn Kids	B2	7,271		Open Sesame	2640 (M1)	2,217	300
Sephora	C2	4,420		<i>subtotal (+ OD Dining sf)</i>		2,517	
Harry & David	C3	2,111		Sub Total Neighborhood Center		81,530	
Lucy's	C4	2,200		Freestanding Commercial (Parcel 17 Bldg)			
Vacant	C5	2,158		Retail			
Ann Taylor Loft	C8	5,428		Great Earth Vitamins	3010 (S1)	1,106	
Victoria's Secret	C10	6,000		See's Candies	3004 (S2)	1,216	
The Walking Co.	C12	1,379		Diane's Swimwear	(H1)	1,500	
Hallmark	C14	2,917		Apple Break Room	3294 (J2)	2,369	750
Angl	C15	1,624		<i>subtotal</i>		6,941	
Gigi's	D3	955		Restaurants			
J. Jill	D4	2,907		Coffee Bean & Tea Leaf	3008 (S3)	1,216	
Apple	D6	3,985		California Pizza Kitchen	3280 (J1)	5,750	1,896
Bath & Body	D8	2,818		China Grill	3282 (H2)	2,000	450
Lady Footlocker	D9	1,709		East Coast Bagel	3012 (S4)	1,106	
Francesca's	D10	870		<i>subtotal (+ OD Dining sf)</i>		12,418	
Origins	D12	900		Sub Total Freestanding Commercial		19,359	
Thee Cutlery	E1	294		Out Parcels - Commercial			
Prestige Jewelers	E2	815		Anchors			
Godiva	E3	627		Pacific Theatres	3560 (X2)	17,500	(vacant)
Stein Optical	E4	1,885		Fry's Electronics		46,200	
Claire's	E5	726		<i>subtotal</i>		63,700	
White House Black Market	E6	1,498		Commercial			
Ann Taylor	E8	3,594		US Bank	3300 (V)	5,000	
The Gap	E10	8,431		Wells Fargo	3110 (U)	8,000	
Destination Maternity	E14	2,556		Bank of America	3016 (T)	7,650	
Talbot's/Talbot's Petites	E18	6,470		Union Bank	2910 (R)	6,250	
Engravable U	W1	200		Citibank	2710 (Q)	4,661	
Sunglass Hut	W3	150		Chase Bank	2600 (P)	4,590	
Mall Shops		106,614		<i>subtotal</i>		36,151	
Tacone	B3	R 305		Restaurants			
Islands	D1	L 5,222	D 1,000	Baja Fresh	3562 (X3)	R 1,323	
Viki Café	D11	R 580		Johnnys Smokehouse BBQ	3564	L 1,105	D 200
Mall Restaurants + OD Dining		7,107		Olive Garden	2610 (O)	L 8,500	
Exterior Adjacent Mall Shops				Coco's	2620 (N1)	L 7,345	
Retail				Chili's	2622 (N2)	L 6,520	
Oakwood Drive	3212 (Suite B)	744		<i>subtotal (+ OD Dining sf)</i>		24,993	
Tommy Bahama's	3208 (Suite A)	3,700		Sub Total Out Parcels		124,844	
Coach	3208 (Suite B)	2,580		Out Parcels - Office / Other			
<i>Sub Total</i>		7,024		a MVSC Medical Bldg. (X1) Gen'l office		1,394	
Restaurants				Medical office		18,571	
LA Food Show (vacate 2/4/12)	3212 (Suite A)	L 7,000	D 485	b Hacienda Office Bldg. 3500 Gen'l office		7,904	
Corner Bakery	3208 (Suite C)	R 3,000	D 238	Medical office		3,141	
<i>Sub Total (+OD Dining sf)</i>		10,723		Tin Roof Bistro	restaurant	L 4,250	D 662
Sub Total Exterior Shops		17,747		Tin Roof Banquet Room	restaurant	B 1,240	
Total Macy's, Mall and Exterior		307,522		Wine Shoppe	retail	910	
				Susie Cakes (bakery)	retail	1,510	
				Sub Total Office Bldgs (+ OD sf)		39,582	
				a MVSC MOBldg	total SF : 19,965		
				b Hacienda Bldg	total SF = 19,617		
TOTALS				By user type:			
<i>Inventory as of May 2013</i>				Macy's Buildings		176,054	
				Retail Anchors (3)		114,978	
				Retail Shops		133,234	
				Retail Subtotal = 424,266			
				Restaurants		63,910	
				Cinema		17,500	
				Bank Outparcels		36,151	
				Gen'l Office		9,298	
				Medical Office		21,712	
Total Manhattan Village GLA				Total Manhattan Village GLA		572,837	

Balance of Restaurant SF:			
1. Liquor serve SF cap:	68,000		
Rest's serving liquor, W & B	56,142		
Liquor serve SF balance:	11,858		
Capped balance, if less=	11,090		
2. Current Non-LW&B max sf	18,858	1st come	11,090
Not serving liquor W&B current	7,768	1st use	
Non-LW&B avail SF balance:	11,090	up to:	

Restaurants Tally			
Restaurants serving liquor	L	52,452	
Restaurants serving only beer&wine	B	3,690	
Restaurants not serving L, W&B	R	7,768	
Restaurant SF:		63,910	
of which, Active OUTDOOR Dining SF =	D	5,231	
Total Rest SF Cap:		75,000	
Restaurant SF Utilized:		63,910	
Restaurant SF balance:		11,090	

rev: May-13

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