

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

TO: Planning Commission

FROM: Anne McIntosh, Interim Director of Community Development

THROUGH: Laurie B. Jester, Planning Manager

BY: Eric Haaland, Associate Planner

DATE: February 8, 2017

SUBJECT: Consideration of a Master Use Permit for a Market with Off-Site Alcohol Sales and On-Site Alcohol Consumption and Tastings and a Bank at 707 North Sepulveda Boulevard; the Provision of Off-Site Parking at 801 North Sepulveda Blvd.; Reduced Parking; and Mitigated Negative Declaration and Mitigation Monitoring and Reporting Program (Paragon Commercial Group- Gelson's Market)

RECOMMENDATION:

Staff recommends that after **CONDUCTING** a Public Hearing and **CONSIDERING** all the evidence presented, the Planning Commission **ADOPT** the attached Draft Resolution adopting a Mitigated Negative Declaration and Mitigation Monitoring and Reporting Program and conditionally approving the project.

APPLICANT/ OWNER:

Paragon Commercial Group
Mark Harrigian, Representative
133 Penn Street
El Segundo, CA 90245

BACKGROUND:

The subject site consists of two commercially zoned parcels. The primary site occupies almost an entire block and contains a vacant auto dealership/repair shop comprised of two primary buildings totaling 38,107 square feet of floor area (707 North Sepulveda Boulevard); a single-lot parcel with a vacant 2,242 square-foot automotive building (801 North Sepulveda Boulevard) to the north of the primary site is proposed for employee parking. The Applicant proposes to: (1) retain and modify the main building for grocery store use on the primary site; (2) demolish the smaller building near the corner of Sepulveda Boulevard and 8th Street; and (3) construct a 6,684 square foot bank building near the corner of Sepulveda and 6th Street. A total of 34,584 square feet of floor area is

proposed. In addition, the Applicant has applied for: off-site alcohol sales and on-site alcohol sales and service, including tastings; and reduced parking based upon a project parking demand analysis.

The proposed uses, grocery store (food and beverage sales) with on-site eating and drinking, and bank, are permitted uses in the CG zone. However, a Master Use Permit is required because the proposal is for establishment of a multiple-tenant commercial use in the General Commercial (CG) zone with floor area exceeding 5,000 square feet, or a site area exceeding 10,000 square feet. On-site eating and drinking, alcohol sales/service, and reduced parking also require a Use Permit. In addition, MBMC Section 10.72.060 requires an approved sign program for any multiple tenant site.

PROJECT OVERVIEW:

LOCATION

Location	707 Sepulveda Boulevard, between 6 th Street and 8 th Street and 801 Sepulveda Boulevard, 100 feet west of Sepulveda Boulevard (See Vicinity Map)
Legal Description	Lots 1-3, 4-28, Block 19, Tract 142 and Lot 22, Block 14, Tract 142
Area District	I

LAND USE

General Plan Zoning	General Commercial CG, Commercial General	
Land Use	<u>Existing</u> 101,205 square feet auto dealership with 40,349 square feet building floor area	<u>Proposed</u> 34,584 square feet of building, commercial space
Neighboring Zoning/Land Uses	North (across 8 th Street) South (along and across 6 th Street) East (across Sepulveda Boulevard) West (across Larsson Street.)	CG/Vacant & RS/SFR's CG/Office buildings CG/Retail RS/SFR's

PROJECT DETAILS

(Primary site- 707 North Sepulveda Boulevard)

	<u>Proposed (existing)</u>	<u>Code Requirement</u>
Parcel Size-Lot Area	93,988 square feet	4,000 square feet minimum
Building Floor Area (FAF)	34,584 square feet (30,211 square feet)	145,629 square feet maximum
Height	22 feet	22 feet maximum
Setbacks		
Front (Sepulveda Boulevard)	Varies: 6 – 150 ft. (20-150 ft.)	10 feet from original p/l
Rear (Larsson Street)	0 feet (same- retaining existing)	Daylight plane 15 feet above property line
North Side (8 th Street)	10.5 feet (varies 5-45 feet)	Zero
South Side (6 th Street)	Varies: 1 – 24 feet (24 feet)	Zero
Site Landscaping	10,172 sq. ft. – 11% (6,531 sq.ft.)	7,519 square feet- 8%
Parking	135 spaces	N/A (171 spaces total)
Vehicle Access	1 Sepulveda driveway (1 driveway) 1 8 th Street driveway (2 driveways) No 6th Street driveways (1 driveway)	No requirements
Signs	756 square feet Wall signs & 1 pole sign (1 pole sign)	760 square feet max. Wall signs & 1 pole sign max.

(Auxiliary site- 801 North Sepulveda Boulevard (*))

(*) Address currently in process of being changed to 1045 8th Street

	<u>Proposed (existing)</u>	<u>Code Requirement</u>
Parcel Size-Lot Area	7,217 square feet	4,000 square feet minimum
Site Landscaping	832 square feet- 12% (2,300 square feet)	577 square feet minimum-8%
Parking	16 spaces	N/A (171 spaces total)
Vehicle Access	1 8 th Street driveway (None)	No requirements
Signs	None	100 square feet max. 1 pole sign max.

(Commercial Operations)

Grocery Store Hours:	7am-10pm, daily
Primary Loading Hours:	7am-1:30pm, Monday-Saturday
Alcohol Licensing:	Type 21: General for off-site consumption Type 41: Beer & wine for on-site consumption Type 86: Instructional tasting of general alcohol
Prepared Food Service:	Deli, salad bar, tapas, sushi, pasta, etc.
Dining Areas:	Indoor 145 sq. ft., Patio 503 sq. ft.
Entertainment	None
Bank Hours:	9am-5pm, Monday-Thursday; 9am-6pm, Friday 10am-2pm, Saturday; 24-hour ATM

DISCUSSION:

Overview

The project is located on a 93,988 square-foot primary site containing a vacant auto dealership/repair building. The existing building to the rear of the site is proposed to be remodeled and expanded into a 27,900 square-foot grocery store. A smaller, 6,339 square foot former auto sales office portion of the building on the corner of Sepulveda and 8th Street is proposed to be demolished. A new 6,684 square foot bank building is proposed to be constructed in the front on the south side of the site, near the corner of Sepulveda and 6th Street. A 7,200 square-foot off-site parking lot at 801 North Sepulveda Boulevard across 8th Street from the primary site (soon to have a new address: 1045 8th Street) is also proposed to serve the project's uses where secondary auto dealership facilities had previously been located. Three single-family homes have been constructed on the residentially-zoned portion of that satellite property, reducing the commercially used area of that pre-existing parcel. The abutting parcel occupying the northwest corner of Sepulveda Boulevard and 8th Street (813 N. Sepulveda), which was also a component of the previous auto dealership facility, is not owned by the applicant, and is not a part of this proposed project.

The proposed grocery store, which involves renovation, partial demolition, and new construction to the existing auto repair building, would include a large-truck loading area, alcohol sales/consumption/tasting, and 648 square feet of indoor/outdoor dining area. The grocery store would be maintained at the rear of the site abutting Larsson Street, facing Sepulveda Boulevard with the primary parking lot in front. A separate pad building is proposed for bank use, and would be located adjacent to the intersection of Sepulveda Boulevard and 6th Street, with removal of vehicle access off of 6th Street. The site area

adjacent to the intersection of Sepulveda Boulevard and 8th Street would be unoccupied by structures, maximizing that visual exposure for the market. A single pole sign structure is also proposed mid-site, adjacent to Sepulveda Boulevard, replacing the existing pole sign.

Proposed site work includes outdoor dining, parking lot paving, landscaping, lighting, signage, sidewalks, and driveways on 8th Street and Sepulveda Boulevard. Plans show a widened shoulder for southbound traffic approaching the Sepulveda driveway to allow easier deceleration for vehicles turning into the driveway. This element would shift the existing public sidewalk westerly, and require approval by Caltrans.

The off-site parking lot would have an 8th Street driveway accessing a dead-end parking aisle serving 16 right-angle parking spaces. Landscaping is proposed abutting 8th Street and the westerly residential neighboring property.

The applicant anticipates grocery store hours of operation to be 7:00 a.m. to 10:00 p.m. daily, and primary (semi-truck) loading during the hours of 7:00 a.m. to 1:30 p.m. excluding Sundays. Building wall signs are proposed for tenant identification in addition to the front pole sign replacing the existing auto dealership pole sign.

The project conforms to the City's requirements for use, floor area, setbacks, height, signage and landscaping. The City's Traffic Engineer has reviewed the project, including a comprehensive traffic and parking study, and found that the traffic circulation, parking design and proposed parking are complete and meet or exceed industry standards. The Traffic Engineer recommends a number of conditions that have been incorporated in the draft Resolution. The Police Department has reviewed the off-sale, on-sale, and tasting alcohol requests and has not identified any concerns.

The discussion below will focus on the following main topic areas: use permit findings; environmental review and process; parking and traffic; Sepulveda Development Guidelines; residential neighbors; alcohol sales; signs and public input.

Use Permit Findings and General Plan Consistency

Use Permit

MBMC Section 10.84.060 provides that in order to approve a use permit, the Commission must find:

1. The proposed location of the use is in accord with the objectives of [the Zoning Code] and the purposes of the district in which the site is located;
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;

3. The proposed use will comply with the provisions of [the Zoning Code], including any specific condition required for the proposed use in the district in which it would be located; and
4. The proposed use will not adversely impact or 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.

As shown in more detail below, the Commission can make each of these findings.

General Commercial Zone

The stated purpose of the CG zone is as follows:

CG General Commercial District. 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.

The proposed location of the use (Sepulveda Boulevard) is in accord with the objectives of the Zoning Code and the purposes of the district in which the site is located because Sepulveda is a main commercial thoroughfare and the district is a commercial district where a grocery store and bank will complement a full range of retail and service businesses suitable for Manhattan Beach

Consistency with General Plan

The proposed location of the use (Sepulveda Boulevard) and the proposed conditions under which it would be operated or maintained will be consistent with the General Plan. The General Plan's designation for the site is general commercial, and the project is for commercial uses, not residential or industrial. The General Plan describes the General Commercial Land Use Category as follows:

General Commercial. The General Commercial category provides opportunities for a broad range of retail and service commercial and professional office uses intended to meet the needs of local residents and businesses, and to provide goods and services for the regional market. Limited industrial uses are also permitted consistent with zoning regulations. The General Commercial category accommodates uses that typically generate heavy traffic. Therefore, this designation applies primarily along Sepulveda Boulevard and targeted areas along Manhattan Beach Boulevard, Artesia Boulevard, and Aviation Boulevard. The maximum FAF is 1.5:1.

As conditioned, the project will achieve the following General Plan policies and goals:

- Goal LU-1: City's small-town atmosphere;
- Policy LU-1.2: Utilize setbacks, landscaping, and architectural details to reduce building bulk, and add visual interest to the streetscape
- Goal LU-3: Achieve a strong, positive community aesthetic.
- Policy LU-3.1: Continue to encourage quality design in all new construction.
- 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.
- Goal LU-6: Maintain the viability of the commercial areas of Manhattan Beach.
- Policy LU-6.2: Encourage business diversity supporting local tax base, residents, and community needs
- Policy LU-6.3: Recognize the need for a variety of commercial development types and designate areas appropriate for each. Encourage development proposals that meet the intent of these designations.
- Policy LU 8-2: Support the remodeling and upgrading needs of businesses as appropriate within these regional-serving commercial districts.

Likewise, as conditioned, the project 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, because Municipal Code requirements and conditions of approval address lighting, security, safety, aesthetics, landscaping, hours of operation and parking.

The proposed uses will comply with the provisions of the Zoning Code because the site is zoned for general commercial uses, such as the ones proposed, which are typical uses for the Sepulveda commercial corridor.

The proposed uses are compatible with surrounding uses and will not adversely impact or be adversely impacted by nearby properties because the uses are typical of Sepulveda Boulevard commercial establishments, and are primarily oriented toward the commercial corridor, with physical buffering and minimal orientation toward residential uses.. The building has substantial setbacks/landscaping, and buffer walls for compatibility with the surrounding commercial and residential uses. As shown in the environmental documentation and as discussed below, Sepulveda Boulevard and other nearby streets can accommodate the anticipated traffic generated by the uses. The Applicant will be providing adequate parking for the proposed uses. The proposed uses will not generate vibration or odors, and will not adversely impact the security and personal safety of residents or aesthetics. The project will not create demands exceeding the capacity of public services and facilities.

Environmental Review

In accordance with the California Environmental Quality Act (“CEQA”), an initial study was prepared for the project. CEQA and CEQA Guidelines govern which type of environmental document a lead agency must prepare. A lead agency prepares an Negative Declaration—as opposed to an Environmental Impact Report (“EIR”)—in either of two circumstances:

- (1) The initial study shows that there is no substantial evidence, in light of the whole record before the agency, that the project may have a significant effect on the environment; or
- (2) The initial study identifies potentially significant effects, but
 - (a) revisions to the project avoid the effects or mitigate the effects to a point where clearly no significant effects would occur, and
 - (b) there is no substantial evidence, in light of the whole record before the agency, that the project as revised may have a significant effect on the environment.

In this case, the initial study identified potentially significant effects arising from the project, but revisions to the project can avoid the effects or mitigate the effects to a point where clearly no significant effects would occur, and there is no substantial evidence, in light of the whole record before the agency, that the project as revised may have a

significant effect on the environment.

The initial study for the project identified potentially significant effects in five environmental impact categories: Biological Resources, Cultural Resources, Hazards & Hazardous Materials, Geology/Soils, and Noise. In the first four categories, the potential environmental effects generally relate to the potential discovery of unanticipated resources and hazards, but also to known asbestos in an existing building to be demolished. In the noise category, potential impacts relate to short-term construction noise that may increase ambient noise levels above applicable thresholds in the surrounding area. For each potential impact, revisions to the project, which would be imposed as mitigation measures, would reduce potential impacts to less than significant. For example, construction noise in the surrounding area is reduced through restrictions on construction activities and a requirement to erect a noise barrier.

Accordingly, a Draft Initial Study/Mitigated Negative Declaration (IS/MND) was prepared for the project. The Draft IS/MND was circulated to public agencies, interested organizations and individuals for review from July 21, 2016 through August 22, 2016. Comments were submitted on the Draft IS/MND during the public review period, via email and other written correspondence. Responses to the comments were prepared, and are available for review at the following link <http://www.citymb.info/city-officials/community-development/planning-zoning/current-projects-programs>

Parking Demand

The Applicant proposes 135 parking spaces. Based upon the following analysis, staff is of the opinion that 135 parking spaces will adequately meet parking demand. The Municipal Code would require 171 spaces if the Applicant could not justify a reduction in the number of spaces pursuant to MBMC Section 10.64.050(B). That Section provides:

“A use permit may be approved reducing the number of spaces to less than the number specified in the schedules in Section 10.64.030, provided that the following findings are made:

1. The parking demand will be less than the requirement in Schedule A or B; and
2. The probable long-term occupancy of the building or structure, based on its design, will not generate additional parking demand.”

Section 10.64.050(B) recognizes that certain specific uses, and combinations of uses, will consistently not generate the demand quantities specified for regular use in the Code. One comparison that might exemplify how the code-specified parking ratio might be higher than actual demand in this case; that is while grocery and retail uses have similar operational characteristics, and have the same basic parking ratio (1/200 square feet), retail requirements decline (to 1/250 square feet) as operations exceed 5,000 square feet, but those for grocery stores do not. The code also reduces parking requirements (to 1/1000 square feet) for “bulk storage” portions of large retail uses, but does not do the

same for food and beverage sales. The Code does not acknowledge the same lessened total parking demand for large grocery stores that it does for large retail stores.

In deciding whether to grant a reduction, the Planning Commission must consider data that would justify an increase. The Applicant has provided a parking demand study—Traffic Impact and Parking Demand Study dated June 28, 2016—assessing the Project’s estimated actual demand to justify this parking reduction. The study is attached as Appendix H of the Initial Study and provided at the following city website link: <http://www.citymb.info/home/showdocument?id=23860>

The Traffic Impact and Parking Demand Study analyzed the anticipated parking demand for the project. The parking study based its analysis on the most recent versions of two nationally recognized parking demand documents: Institute of Transportation Engineers (ITE) Parking Generation and Urban Land Institute (ULI) Shared Parking. After factoring in nationally recognized peak parking demands for grocery store, restaurant and bank uses, it concluded conservatively that a minimum of 135 parking spaces would be sufficient to meet the highest expected parking demand on any day. In addition, another demand study was conducted using actual parking counts for a comparable Gelson’s Store in Hollywood, which resulted in a lower calculated weekend peak parking demand—132 spaces—than the ITE / ULI calculations.

The City Traffic Engineer found the parking demand analysis contained within the Traffic Impact Study to be complete and accurate. The parking demand was based on a maximum 27,900 square foot supermarket with food service (28 seats), and a 7,000 square foot (6,800 sq. ft. leasable) bank. The site would have 119 on-site parking spaces and 16 auxiliary site employee spaces, totaling 135 dedicated spaces. In addition, the Applicant has acquired a full-time parking lease for 20 spaces in a remote private lot on 10th Street just west of Sepulveda Boulevard for a total of 155 on-site and off-site parking spaces. The Applicant has also acquired a weekend parking lease for 5 additional parking spaces in an adjacent private lot on the southwest corner of 6th Street and Sepulveda Boulevard, which would make a total of 160 available parking spaces available on weekends.

In sum, based on a thorough review of the parking analysis, application of standard industry practices and professional expertise, the City Engineer recommends that no less than 135 spaces be provided at all times. In addition, he recommends that the City require a traffic management plan, with features such as requiring all employees to park in off-site dedicated parking lots until those lots are full, then park in the main parking lot. The proposed conditions of approval in the attached draft Resolution provide the details of these conditions.

Parking Supply

The project proposes 135 full-time standard parking spaces, which is consistent with the peak parking demand anticipated by the parking demand study. Two large-truck loading spaces at least 80 feet deep each are also provided as required by MBMC Section 10.64.030. The primary parking lot on the site with the two project buildings would contain 119 spaces serving customers and employees. An off-site parking lot,

permanently dedicated to the project, located across 8th Street, would provide 16 spaces for grocery store employees only. This secondary lot would conform to the 400-foot maximum distance required for off-site parking as required by MBMC Section 10.64.020(F). The applicant has also indicated off-site parking agreements for 20 private parking spaces near the intersections of Sepulveda Boulevard and 10th Street, and 5 parking spaces at Sepulveda Boulevard and 6th Street have been obtained. These additional parking spaces are either part-time, or are greater than 400 feet from the primary site, therefore, they would be supplemental only and not be counted toward required parking.

The on-site parking lot provides conventional surface parking in a design determined to be acceptable to the City's Traffic Engineer and consistent with the requirements of MBMC Chapter 10.64. The off-site parking lot also has an appropriate design and is consistent with the Code requirements. This lot is located on a separate site north of 8th Street, west of two other commercial lots abutting Sepulveda Boulevard, not owned by the applicant.

Traffic

The Initial Study/Mitigated Negative Declaration analyzed the traffic generated by the project and determined that traffic will not create any significant traffic impacts in light of the City's significance criteria. Some of the key traffic components of the project include the following:

Sepulveda Boulevard Driveway – The existing driveway would be relocated to the south with right turn in/out access only. The center median on Sepulveda Boulevard adjacent to the project site will be modified to prohibit left turn movements (Northbound) in/out of this driveway. The driveway will include a widened shoulder to facilitate southbound deceleration into the project out of travel lanes, subject to Caltrans approval. A right-turn pocket is not required by the traffic analysis, but is considered desirable by the City if feasible.

8th Street Driveway – Two existing driveways would be consolidated into one. Large grocery delivery trucks would use this driveway to enter the site. Left turns exiting the site at this driveway towards the residential uses to the west, would be prohibited.

6th Street Access – The existing driveway on 6th Street just west of Sepulveda Boulevard will be closed, and new curb, gutter and sidewalk constructed, as part of the project.

Sepulveda Boulevard/8th Street Intersection – The City will be constructing new northbound and southbound left turn arrows at this signalized intersection pursuant to a Highway Safety Improvement Program grant. This work is expected to be completed in 2017, prior to the Project's completion.

The Traffic Impact and Parking Demand Study, included at Appendix H of the Initial Study, provides further discussion on the existing conditions, project traffic, future traffic conditions, and project circulation.

In sum, because the project as revised would result in no significant environmental effects, an MND is the appropriate environmental document. Preparing an MND rather than an EIR does not limit the scope of environmental factors analyzed in the environmental document; the MND captures the same scope of environmental analysis as would be analyzed in an EIR, including an analysis of potential traffic/circulation, noise, and air quality impacts. Based on the comprehensive analysis in the MND prepared here, there is no substantial evidence to support a fair argument that an EIR would identify new environmental impacts or reach conclusions different from those in the MND.

Sepulveda Development Guidelines:

The City Council adopted the Sepulveda Boulevard Development Guide in 1997, which specifies some desirable physical elements for this commercial corridor as well as design guidelines. The project follows the suggestion of a right-turn pocket by proposing a widened shoulder at its Sepulveda driveway (subject to Caltrans approval) for improved traffic flow. A full-length right turn pocket that conforms to Caltrans guidelines is not attainable at this site, due to insufficient project frontage. Therefore, a widened shoulder of approximately 10 feet wide has been included in the project description instead that essentially accomplishes the same purpose.

Certain project features are consistent with Sepulveda Boulevard Guidelines as follows:

- Vehicle circulation for the primary site has a simple internal loop design with minimal driveway intrusions to streets. The auxiliary parking site has a simple, but constrained, design that could benefit from access to the greater area of the adjacent easterly parcel (vacant car lot) with future development of this site. Circulation for the adjacent commercial parcel and streets would also benefit from driveway and other facility sharing between the parcels. The project draft resolution of approval includes conditions requiring the subject project to cooperate with future reciprocal access and similar efforts to achieve these benefits, consistent with the Guidelines.
- Standard and disabled access sidewalk dedications have, or would be completed, and pedestrian access into the site is provided.
- The project is oriented away from the westerly adjacent residential neighborhood with landscape buffers provided. Retention of the primary rear building wall is intended to buffer construction and business operations from residential neighbors.
- Project utilities will be placed underground, and extensive site landscaping including trees, is proposed.

- Loading and trash areas will be visually screened at an interior location which benefits visual aesthetics.
- Signage will be compatible with the building and site.

Residential Neighbors

The rear of the site (west) abuts Larsson Street, across which lies a single-family residential neighborhood. The nearest homes face the rear of the subject site across from Larsson Street, a 36-foot wide residential street. Tall shrubbery and groundcover within the otherwise unimproved 12-foot wide parkway east of the Larsson roadway have buffered the project site for many decades. Project plans show a new five-foot wide sidewalk and seven-foot wide new landscaping strip to be installed in the right-of-way area. The sidewalk and landscaping are recommended and supported by the Public Works Department, Traffic Engineer and Community Development as it is consistent with the Draft Mobility Element of the General Plan and Living Street Policy to encourage and provide safe and accessible pedestrian circulation. Public parking will remain on both sides of Larsson Street. The majority of the existing rear concrete automotive building wall abutting the property line as well as the roof of the building is proposed to remain intact, which would provide a substantial buffer during construction to the westerly residences. Smaller portions of the remodeled building, at the north and south ends, replacing non-original and non-reuseable structure, would consist of entirely new construction. The southerly portion, due to the slope of Larsson Street, would only rise roughly eleven feet above the adjacent residential street grade. An existing exit door abutting Larsson Street would be removed to eliminate any direct access or openings to the residential street from the commercial use.

Three new single-family residences are located directly north of the primary site across 8th Street (see attached vicinity map). These new homes extend the westerly pre-existing 8th Street residential neighborhood east of Larsson Street. The new homes would face the side of the proposed grocery store building, across 8th Street, and the easterly-most home would share a side property line with the proposed employee parking lot.

The City has received a number of comments that the new uses will generate more adverse impacts, such as more traffic to the site, than the prior use. The proposed grocery store use is anticipated to serve more customers per week than the previous automotive use, but would be without the visual, audible, odorous, and test driving impacts associated with auto dealership/repair. Residential street employee-parking, residential street loading and unloading of vehicles on large transporter trucks, and loud outside public address system announcements were also past issues for the facility. For the proposed project, any limited outdoor business activity would primarily be located east of the grocery store building away from the residential area. A truck loading area at the south side of the grocery store is the most prominent location of outdoor activity. The loading area also faces Sepulveda Boulevard and would sit about nine feet below the neighboring Larsson Street grade at that location. The submitted noise analysis (see attached Initial Study) determined that operation of the proposed development would not significantly increase noise levels for the area, and also identified eight mitigation

measures to be required during project construction to eliminate potential noise impacts. These measures are included in the attached draft Resolution.

Alcohol Sales

The applicant proposes three types of alcohol uses for the market: traditional grocery store alcohol sales (off-sale beer, wine and liquor), alcohol beverage tasting in a limited designated area (promoting off-sale purchases), and on-site consumption (on-sale of beer and wine in the indoor and outdoor restaurant area only). Traditional off-sale grocery store alcohol has typically not raised concerns. Alcohol tasting is more recently popular at specialty markets in the area, and has generated some concerns for the Planning Commission in the past. Accordingly, the draft Resolution contains specific conditions to regulate alcohol uses. Recent Manhattan Beach approvals for this type of alcohol tasting include Bristol Farms and Ralphs markets. The Police Department has not identified concerns resulting from its experience with stores providing alcohol tasting.

If not properly regulated, on-site consumption in dining/bar areas generates the most concern for alcohol-licensed establishments in the City. The project includes 12 dining seats inside, including an interior sushi/wine service counter, and 16 dining seats outside, all located near the northeast corner of the market building. This location is oriented toward the entry and parking area, and is also adjacent to 8th Street, with a landscape buffer separation. While the proposed outdoor dining area has some exposure to residential neighbors, grocery store eating and drinking areas such as this typically do not generate alcohol related problems.

Signs

The proposed Sign Program conforms to the requirements of Chapter 10.72 of the Zoning Code. Project signs primarily include tenant identification wall signs, and one large pole sign. The pole sign would somewhat replicate the existing auto dealership pole sign, being about the same height and square footage. The pole sign would be located slightly to the south, within the landscape area abutting Sepulveda Boulevard. While the Zoning Code permits one pole sign on a commercial site such as this, there have been concerns with pole signs at times. The attached draft Resolution, would allow the pole sign and accompanying wall signs as the Code permits, with prohibitions of excessive lighting as is typical for use permit sign approvals.

Public Input and notice

The City is committed to transparency and open government, a commitment which is inscribed in the City's "Sunshine Policy." In general, a purpose of a sunshine policy is to go above and beyond the minimum requirements of the law by the early release of public documents, meeting notices and agenda packets.

Early in this Project's approval process, the underlying goals of the Sunshine Policy were implemented when the City released the Draft MND before the start of the public review period. Similar to the City's commitment to the early release of meeting notices, the City released the draft MND to residents before the 30-day period officially commenced.

Likewise, the final MND was released to the public on January 24, 2017, over two weeks prior to the Planning Commission public hearing.

Numerous public comments on the project are contained in the “Initial Study/Mitigated Negative Declaration Response to Comments”, and “Gelson’s Project MND Support Letters” documents provided on the Planning Division’s Gelson’s page contained within the City’s website (<http://www.citymb.info/city-services/community-development/planning-zoning/current-projects-programs/green-code-amendments-for-zoning-and-public-rights-of-way>). One comment and response that was not included in the Response to Comments document is included as a separate attachment to this report and will be incorporated into the final MND. Additionally, comments not related to the MND or received after the MND notice period that are not contained in these documents referenced above are attached to this report.

The City made the Final MND available on January 24, 2017 at the following locations:

City of Manhattan Beach City Hall 1400 Highland Avenue, Manhattan Beach CA, 90266

City of Manhattan Beach Police/Fire Facility 400/420 15th Street, Manhattan Beach (Open 24 hours)

County of Los Angeles Public Library 1320 Highland Avenue, Manhattan Beach

Joslyn Community Center 1601 Valley Drive, Manhattan Beach

City of Manhattan Beach Website <http://www.citymb.info/city-officials/community-development/planning-zoning/current-projects-programs>

A public notice for the project was mailed to property owners within 500 feet of the site, sent to persons previously expressing interest in the project, and published in the Beach Reporter newspaper on January 26, 2017.

As shown above, the City remains committed to its Sunshine Policy. Please note, however, neither it nor the Brown Act is intended to establish open access to City staff and City consultants while these individuals work, analyze, and draft documents in preparation for public meetings. The City and City residents benefit from the independence of these individuals, in part because it avoids interference, or the appearance of interference, from those who may seek to lobby or assert influence over an expert’s analysis.

CONCLUSION:

Based upon the evidence presented at the hearing, staff recommends that the Planning Commission adopt the attached Resolution adopting the Mitigated Negative Declaration and Mitigation Monitoring and Reporting Program, and conditionally approving the project as submitted, or revised.

ALTERNATIVES:

1. Direct staff to prepare a Resolution denying the request.
2. Continue the matter.

Attachments:

- A. Draft Resolution of Approval No. PC 17-01
- B. Vicinity Map
- C. Applicant's Project Description and Proposed Findings
- D. Citywide Restaurant Alcohol License List
- E. Sign Program
- F. Public Comments not contained in the following documents
- G. Comment and Response to comment- PPPP (not included in Attachment H below- video portion on website <http://www.citymb.info/city-officials/community-development/planning-zoning/current-projects-programs>)
- H. Environmental Documentation (website- <http://www.citymb.info/city-officials/community-development/planning-zoning/current-projects-programs>)
- I. Gelson's Support Letters Document (website- <http://www.citymb.info/city-officials/community-development/planning-zoning/current-projects-programs>)
- J. Plans (website- <http://www.citymb.info/city-officials/community-development/planning-zoning/current-projects-programs>)

RESOLUTION NO. PC 17-01

RESOLUTION OF THE MANHATTAN BEACH PLANNING COMMISSION ADOPTING A MITIGATED NEGATIVE DECLARATION AND APPROVING A MASTER USE PERMIT FOR ESTABLISHMENT OF A BANK AND GROCERY STORE WITH ON-SITE DINING, ALCOHOL SALES AND TASTING, REDUCED PARKING, AND A SIGN PROGRAM AT 707 NORTH SEPULVEDA BOULEVARD AND OFF-SITE PARKING AT 801 NORTH SEPULVEDA BOULEVARD (Paragon Commercial Group)

THE MANHATTAN BEACH PLANNING COMMISSION HEREBY RESOLVES, FINDS AND DETERMINES AS FOLLOWS:

SECTION 1. Paragon Commercial Group (“Applicant”) has submitted an application for a Master Use Permit for the property located at 707 and 801 North Sepulveda Boulevard. The legal description of the site is Portions of Lots 1-28, Block 119, and Lot 22, Block 14, of Tract No. 142, of Maps in the office of the Los Angeles County Recorder. The Applicant seeks all the necessary entitlements for: (i) a 27,900 square foot specialty grocery store, including on-sale and off-sale alcohol sales and instructional tastings, with incidental hot and cold prepared food offerings and incidental seating areas (206 square-foot indoor incidental seating area and 503 square-foot incidental outdoor patio seating area), (ii) a 6,684 square foot bank building; (iii) associated business identification signage; (iv) a surface parking lot on the primary project site; and (v) a surface parking lot for employee use on the auxiliary employee parking site (collectively, the “Project”). The proposed tenants are Gelson’s Market and First Republic Bank.

SECTION 2. The proposed uses—grocery store and bank—are permitted uses in the CG zone. Manhattan Beach Municipal Code (MBMC) Section 10.84.105 requires a Master Use Permit for the establishment of any new multiple-tenant commercial use in the CG zone with floor area exceeding 5,000 square feet, or a site area exceeding 10,000 square feet. The proposal exceeds both thresholds. MBMC Section 10.16.020 requires a Use Permit for on-site eating and drinking and alcohol sales/service. MBMC Section 10.64.050(B) requires a Use Permit for reduced parking. Pursuant to MBMC Section 10.84.105, a separate use permit is not required for such uses identified within the scope of this Master Use Permit. In addition, MBMC Section 10.72.060 requires an approved sign program for any multiple tenant site.

SECTION 3. The Project has been environmentally reviewed pursuant to the provisions of the California Environmental Quality Act (Public Resources Code Sections 21000, et seq. (“CEQA”)), and the State CEQA Guidelines (California Code of Regulations, Title 14, Sections 15000, et seq.). An initial study was prepared pursuant to State CEQA Guideline § 15025 (a). The initial study identified potentially significant effects in five environmental impact categories: Biological Resources, Cultural Resources, Hazards & Hazardous Materials, Geology/Soils, and Noise. In the first four categories, the potential environmental effects generally relate to the potential discovery of unanticipated resources and hazards, but also to known asbestos in an existing building to be

demolished. In the noise category, potential impacts relate to short-term construction noise that may increase ambient noise levels above applicable thresholds in the surrounding area. For each potential impact, the initial study and the City determined that revisions to the Project, which would be imposed as mitigation measures, reduce potential impacts to less than significant. For example, construction noise in the surrounding area is reduced through restrictions on construction activities and a requirement to erect a noise barrier. Based on the information contained in the initial study, the City concluded that the Project could have a significant effect on the environment, but that implementation of mitigation measures would reduce such impacts to a less than significant level.

SECTION 4. Based upon this determination, a Draft Initial Study and Mitigated Negative Declaration (“IS/MND”) was prepared in accordance with CEQA Section 21080 (c) and Section 15070 of the State CEQA Guidelines. The Draft IS/MND was circulated to public agencies, interested organizations, and individuals for review from July 21, 2016 through August 22, 2016. Comments were submitted on the Draft IS/MND during the public review period, via email and other written correspondence. Although there is no legal requirement to do so, responses to each of the comments were prepared. A Final Mitigation Negative Declaration (“Final MND”) has been prepared, which includes the Draft IS/MND documentation, the comments received in response to the Notice of Intent to Adopt a Mitigated Negative Declaration, responses to those comments, and an explanation of certain revisions to the Project and to the environmental documentation in response to the public comments. A Mitigation and Monitoring and Reporting Program has also been prepared.

SECTION 5. On February 8, 2017, the Planning Commission conducted a duly noticed public hearing to consider the Project. Evidence, both written and oral, was presented to the Commission. All persons wishing to address the Commission regarding the Project were given an opportunity to do so at the public hearings. Representatives of Paragon and other persons spoke in favor of the Project. Representatives of Manhattan Beach Residents for Responsible Development and other persons spoke in opposition to the Project.

SECTION 6. The record of the hearing indicates the following:

A. The Project is proposed for two parcels in the General Commercial Zone (CG) with a General Plan designation of “General Commercial.” The primary site occupies almost an entire block and contains a vacant auto dealership/repair shop comprised of two primary buildings totaling 38,107 square feet of floor area (707 North Sepulveda Boulevard). A single-lot parcel with a vacant 2,242 square-foot automotive building (801 North Sepulveda Boulevard) to the north of the primary site is proposed for employee parking. The Applicant proposes to: (1) retain and modify the main building for grocery store use on the primary site; (2) demolish the smaller building near the corner of Sepulveda Boulevard and 8th Street; and (3) construct a 6,684 square foot bank building near the corner of Sepulveda and 6th Street. A total of 34,584 square feet of floor area is proposed. In addition, the Applicant has applied for: off-site alcohol sales and on-site alcohol sales and service, including tastings, and reduced parking based upon a parking analysis for the Project.

B. Manhattan Beach Municipal Code (MBMC) Section 10.84.105 requires a Master Use Permit for the establishment of any new multiple-tenant commercial use in the CG zone with floor area exceeding 5,000 square feet, or a site area exceeding 10,000 square feet. The Project exceeds both of these thresholds. To approve the Master Use Permit, the Planning Commission must make the use permit findings listed in MBMC Section 10.84.060. The Project's Master Use Permit includes the following conditionally permitted uses: (i) on-site eating and drinking and alcohol sales/service under MBMC Section 10.16.020, and (ii) reduced parking under MBMC Section 10.64.050(B). In addition, MBMC Section 10.72.060 requires an approved sign program for any multiple tenant site.

C. MBMC Section 10.84.060 provides that to approve a use permit, the Commission must find as follows:

1. The proposed location of the use is in accord with the objectives of the Zoning Code and the purposes of the district in which the site is located.
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.
3. The proposed use will comply with the provisions of the Zoning Code, including any specific condition required for the proposed use in the district in which it would be located.
4. The proposed use will not adversely impact or 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.

SECTION 7. Based upon the facts contained in the record, including those stated in Sections 1-6 of this Resolution and pursuant to MBMC Chapter 10.84 and state law, the Planning Commission hereby finds:

A. With respect to the Master Use Permit:

1. The property is located within Area District I and is zoned CG (Commercial General). The proposed commercial uses are permitted by the zoning code and are appropriate as conditioned for the general commercial area. The surrounding Manhattan Beach properties consist of CG (General Commercial) to the east,

south, and north and RS (Residential Single-Family to the west. The proposed location of the Project (Sepulveda Boulevard) is in accord with the objectives of the Zoning Code and the purposes of the district in which the site is located because Sepulveda is a main commercial thoroughfare and is within a commercial district where a grocery store and bank will complement a full range of retail and service businesses suitable for Manhattan Beach.

2. The General Plan designation for the property is GC (General Commercial). The General Plan encourages commercial development that serves City residents and the regional market. The Project is thus consistent with the General Plan designation for the property.

Further, the Project supports and achieves the following specific Goals and Policies in the General Plan: (i) Goal LU-1 and Policy LU-1.2 in that its scale and architectural features reduces bulk and maintains the City's small-town atmosphere; (ii) Goal LU-3 and Policy LU-3.1 in that its design and architectural features achieve a strong, positive community aesthetic; (iii) Policy LU-5.1 in that landscaping and setbacks provide a buffer and separation from nearby residences; (iv) Policy LU-6.2 in that it further diversifies the City's tax base; (v) Goal LU-6 and Policy LU-6.3 in that it is a commercial project in a commercial area and helps maintain the viability of the Sepulveda commercial corridor; and (vi) Policy LU-8-2 in that the Project would upgrade and remodel existing buildings to meet business needs.

The proposed location of the use and the proposed conditions under which it would be operated and maintained will not be detrimental to the public health, safety or welfare of persons residing or working on the Project site or in the surrounding area because Municipal Code requirements and conditions of approval below address lighting, security, safety, aesthetics, landscaping, hours of operation and parking. The Project will not be detrimental to properties or improvements in the vicinity or to the general welfare of the city, in that the site and area already support commercial use, and parking supplies are adequate.

3. The proposed uses will comply with the provisions of the Zoning Code, including any specific condition required for the proposed use in the district in which it would be located, since it will conform to Municipal Code requirements and Use Permit conditions.
4. The proposed uses are compatible with surrounding uses and will not adversely impact, or be adversely impacted by, nearby properties. The proposed commercial uses are compatible with the

area because Sepulveda Boulevard is, and is intended to be, a commercial thoroughfare. The building has substantial setbacks/landscaping, and buffer walls for compatibility with the surrounding commercial and residential uses.

As shown in the environmental documentation, Sepulveda Boulevard and other nearby streets can accommodate the anticipated traffic generated by the uses. Parking supplies are adequate for the proposed uses. The proposed uses will not generate vibration or odors, and will not adversely impact the security and personal safety of residents or aesthetics. The Project will not create demands exceeding the capacity of public services and facilities.

B. In addition to the Master Use Permit findings above, the Commission hereby makes additional findings with respect to the proposed alcohol sales and service. Three types of alcohol uses are proposed for the market: (i) traditional grocery store alcohol sales (off-sale beer, wine and liquor), (ii) alcohol beverage tasting in a limited designated area (promoting off-sale purchases), and (iii) on-site consumption (on-sale of beer and wine in the indoor and outdoor restaurant area only). The sale and service of alcohol is a conditionally permitted use that may be subject to conditions of approval to mitigate any potential adverse effects.

1. Traditional off-sale grocery store alcohol has typically not raised concerns in the City. The Police Department has not identified concerns resulting from its experience with stores in the City providing alcohol tasting. However, unregulated alcohol tasting could create adverse impacts. Accordingly, this Resolution contains specific conditions to regulate alcohol tasting.
2. On-site consumption in dining/bar areas typically generates the most concern for alcohol-licensed establishments in the City. The Project includes 12 dining seats inside, including an interior sushi/wine service counter, and 16 dining seats outside, all located near the northeast corner of the market building. This location is oriented toward the entry and parking area, and is also adjacent to 8th Street, with a landscape buffer separation. While the proposed outdoor dining area has some exposure to residential neighbors, grocery store eating and drinking areas such as this typically do not generate alcohol related problems. Nevertheless, unregulated alcohol tasting could create adverse impacts. Accordingly, this Resolution contains specific conditions to regulate alcohol tasting.

C. Under MBMC Section 10.64.050(B), the Commission may approve a reduction in the number of parking spaces to less than the number specified in the schedules in MBMC Section 10.64.030. The Commission hereby makes the following findings with respect to the proposed parking reduction for the Project:

1. Reducing parking requirements is appropriate because the parking demand generated by the Project will be less than the requirement in Schedule A of MBMC Section 10.64.030 and the probable long-term occupancy of the buildings, based on their designs, will not generate additional parking demand.
2. The probable long-term occupancy of the buildings, based on their design, will not generate additional parking demand beyond quantities anticipated by the parking study because the use permit will limit the uses on the site to those proposed and analyzed in the study.

D. Under MBMC Chapter 10.72.060, a sign program must be consistent with the regulations of Chapter 10.72 and meet the Code's purpose of establishing uniform sign design guidelines and sign area allocations for all uses on the site. The Commission here by makes the following findings with respect to the Project's proposed sign program:

1. As conditioned, the Applicant's sign program is consistent with the regulations of MBMC Chapter 10.72 and meets the Code's purpose of establishing uniform sign design guidelines and sign area allocations for all uses on the site. Project signs primarily include tenant identification wall signs, and one large pole sign. The pole sign would somewhat replicate the existing auto dealership pole sign, located slightly to the south within the landscape area abutting Sepulveda Boulevard. The below conditions of approval prohibit excessive lighting.

SECTION 8. The Planning Commission has considered the Final MND, along with all comments received and the responses to the comments that are contained in the Final MND. The Planning Commission finds, in its independent judgment after considering all relevant evidence in the record of proceedings for the Project, including without limitation the information set forth in the Final MND, that there is not substantial evidence supporting a fair argument that the Project may actually produce any significant environmental impacts that cannot be mitigated to a less than significant level through implementation of those mitigation measures identified in the Final MND. Therefore, the Planning Commission finds that the Project will not have a significant environmental effect. The Planning Commission further finds that the Final MND reflects the Commission's independent judgment and analysis.

SECTION 9. Based upon the foregoing, and after considering all of the evidence in the record, the Planning Commission hereby adopts the Final MND and the Mitigation Monitoring and Reporting Program for the Proposed Project, and approves (a) a Master Use Permit for a 27,900 square foot specialty grocery store, including on-sale and off-sale alcohol sales and instructional tastings, with incidental hot and cold prepared food offerings and incidental seating areas (206 square-foot indoor incidental seating area and 503 square-foot incidental outdoor patio seating area), a 6,684 square foot bank

building, a surface parking lot on the primary Project site; a surface parking lot for employee use on the auxiliary employee parking site and reduced parking; and (b) a Sign Program, subject to the following conditions:

1. The Project shall be in substantial conformance with the plans and Project description submitted to, and approved by, the Planning Commission on February 8, 2017. Applicant shall submit a final plan incorporating all of the refinements, modifications, and conditions approved in this resolution within 30 days of the date of approval of this Resolution. The Director of Community Development ("Director" hereinafter) shall determine whether any deviation from the approved project is substantial which requires an amendment to the Master Use Permit or any other discretionary entitlements. Any substantial deviation from the approved plans or Project description shall require approval from the Planning Commission.
2. The developer and operator(s) of the Project shall comply with the Mitigation Monitoring and Reporting Program attached to this Resolution as Exhibit A, and each mitigation measure set forth therein.
3. The Applicant shall pay all costs and fees incurred by the City in connection with the Project: (a) in ensuring that the conditions of approval are complied with, as well as monitoring of the mitigation measures in the adopted Mitigation Monitoring and Reporting Program attached to this Resolution as Exhibit A; (b) in the processing of Project-related permits and applications, including time spent by City staff and legal staff to process and review all necessary permits, applications, and land use entitlements, and the preparation of this Agreement and the Consultant Services Agreements; (c) the costs of staff review of Owner submittals and the costs of Consultants retained by City in connection with the Project.

Site Preparation/Construction

4. All electrical, telephone, cable television system, and similar service wires and cables shall be installed underground to the appropriate utility connections in compliance with all applicable Building and Electrical Codes, safety regulations, and orders, rules of the Public Utilities Commission, the serving utility company, and specifications of the Public Works Department. Final utility equipment locations and visual screening shall be subject to Community Development review and approval.

5. Modifications and improvements to the site shall be in compliance with applicable requirements of the Building Division, Fire Department, Health Department, and State Department of Alcohol Beverage Control.
6. During demolition and construction on the site, the soil shall be watered in order to minimize the impacts of dust on the surrounding area.
7. A site landscaping and irrigation plan utilizing drought tolerant plants, including large-box-sized trees, shall be submitted for review and approval by the Community Development and Public Works Departments concurrent with the building permit application. All plants shall be identified on the plan by the Latin and common names. Substantial tree buffers shall be provided along the property lines abutting/facing the neighboring residences. A low pressure or drip irrigation system shall be installed in the landscaped areas, which shall not cause any surface run-off. Landscaping and irrigation shall be installed per the approved plan prior to building final.
8. Backflow prevention valves shall be installed as required by the Department of Public Works, and the locations of any such valves or similar devices shall be subject to approval by the Community Development Department prior to issuance of building permits.
9. All defective, damaged, inadequate or substandard curb, gutter, street paving, sidewalk improvements, catch basins or similar public infrastructure shall be removed and replaced with standard improvements, subject to the review and approval of the Public Works Department. Adjacent sidewalks shall be installed or replaced with landscaping enhancements, and disabled access improvements as determined by the City's Traffic Engineer and Public Works Department.
10. No waste water shall be permitted to be discharged from the premises. Waste water shall be discharged into the sanitary sewer system.
11. Property line clean outs, mop sinks, erosion control, and other sewer and storm water items shall be installed and maintained as required by the Department of Public Works or Building Official. Oil clarifiers and other post-construction water quality items may be required.

Commercial Operational Restrictions

12. The facility shall include bank, food and beverage sales, and eating and drinking establishment uses. Eating and drinking use shall only be permitted as a secondary component of a primary food and beverage sales use (grocery store) as shown on the approved plans and the project description.
13. Food and beverage sales and on-site eating and drinking shall be limited to operating hours of 7:00 a.m. to 10:00 p.m. daily.
14. The food and beverage sales tenant may conduct off-sale alcohol sales, on-sale beer and wine sales, and alcohol tasting provided no more than 15 percent of the area is devoted to alcohol display/drinking/tasting, and the tenant operates as a grocery store as determined by the Community Development Director. Entertainment, dancing, and alcohol licenses other than Type 21, Type 41, and Type 86, shall be prohibited. Alcohol consumption shall not be separated from the food and beverage operations beyond the extent required by Alcoholic Beverage Control. All activities associated with the alcohol tasting shall take place within the tasting area. Alcohol tastings shall be limited to the amounts specified in the ABC regulations for Type 86 license, and shall be subject to all other ABC regulations concerning Type 86 tastings. The design, location, and layout of the tasting area shall be subject to approval of the Community Development Director, shall be limited to 100 square feet, shall have no seating, furniture or fixtures, and shall be separated by a physical barrier from other store areas. The drink counter shall be the only level surface for placing glasses and other alcohol tasting items. Sampling shall be limited to patrons at least 21 years in age. Tastings shall be poured by store employees or the authorized licensee, or designated agents in accordance with ABC regulations. Only one tasting shall be provided to any person on any day. No special events, alcohol tastings parties or similar functions will be allowed in connection with the Type 86 license. .No exterior signage for advertising alcohol tasting shall be permitted. Alcohol tasting shall be limited to 11 am to 9 pm daily.
15. Entertainment on the site shall be prohibited.
16. The management of the facility shall police the property and all areas immediately adjacent to the businesses on the site during the hours of operation to keep it free of litter.
17. The operators of the facility shall provide adequate management and supervisory techniques to prevent loitering and other security concerns outside the subject businesses. Security items or

procedures shall be implemented and maintained on-site as determined to be appropriate by the Police Department.

18. A covered trash and recycling enclosure(s), with adequate capacity shall be provided on the site subject to the specifications and approval of the Public Works Department, Community Development Department, and City's waste contractor. A trash and recycling plan shall be provided as required by the Public Works Department and shall be implemented prior to building permit final and occupancy of the site.
19. All signs shall be in compliance with the City's Sign Code and submitted Sign Program for the Project. A final sign program shall be submitted to the Community Development Department for review and approval prior to sign permit issuance. Internally illuminated awnings or other architectural elements shall be prohibited. Signs shall be installed per the approved Program prior to building permit final and occupancy.
20. Noise emanating from the site shall be in compliance with the Municipal Noise Ordinance. Any outside sound or amplification system or equipment is prohibited.
21. A lighting plan, including a photometric study, shall be submitted for the surface parking lots and entire project site for approval by the Community Development and Police Departments. The Plan shall include energy efficient security lighting for the site. All outside site lighting shall be directed away from the public right-of-way and shall minimize spill-over onto the sidewalks and street. Shields and directional lighting shall be used where necessary to prevent spillover onto adjacent properties. (MBMC 10.64.170)

Traffic and Parking

22. The applicant shall maintain sufficient dedicated parking supply to provide a minimum of 135 parking spaces at all times, as shown on the approved plans and project description. The Director of Community Development shall determine whether any deviation from the Approved Plans and project description requires an amendment to the Master Use Permit or any other discretionary entitlements, and a written determination shall be made by the Community Development Director.
23. A Construction Management and Parking Plan (CMPP) shall be submitted by the applicant with the submittal of plans to plan check. The CMPP shall be reviewed and approved by the City, including but not limited to, the City Traffic Engineer, Planning, Fire, Police

and Public Works, prior to permit issuance. The Plan shall include, but not be limited to, provisions for the management of all construction related traffic, parking, staging, materials delivery, materials storage, and buffering of noise and other disruptions. The Plan shall minimize construction related impacts to the surrounding neighborhood, and shall be implemented in accordance with the requirements of the Plan.

24. Prior to the first building permit final and occupancy, an Employee Parking Management Plan shall be submitted to the Traffic Engineering and Planning Divisions for City review and approval to minimize the potential for overflow parking into the surrounding neighborhood. The Plan shall include the recommendations included in the Traffic Impact and Parking Demand Study, within the Initial Study. Penalties and corrective measures for non-compliance shall be identified in the Plan. The Plan shall be approved prior to building final and occupancy, and shall be implemented immediately.
25. Deliveries and loading shall be limited to the hours between 7:00 a.m. and 1:30 p.m. Monday-Saturday with the exception of 2-axle delivery vans, which may deliver during regular business hours of 7:00 AM to 10:00 PM. No delivery vehicles shall be allowed to remain in the loading dock or on the property outside of business hours. No deliveries are permitted on Sundays.
26. All on-site and off-site improvement plans, shall be submitted to plan check, at the same times as the building plans. The plans shall be reviewed and approved by the City Traffic Engineer, Planning, Public Works, Police, Fire and Caltrans, where applicable, prior to the issuance of permits. The project shall be fully constructed per the approved plans prior to issuance of a permit final and occupancy. The plans shall include, but not be limited to the following features:
 - a. All two-way driveways and approaches shall be as wide as the aisle they serve, not including approach wings or radii. The Sepulveda Boulevard driveway and deceleration lane shall be constructed per Caltrans standards.
 - b. All raised landscaping planters along the property frontages shall begin or end perpendicular to the lower portion of the driveway wings.
 - c. The driveway on Sepulveda Boulevard shall be restricted to Right Turn In/Right Turn Out and posted with signs and striping as directed by the City Traffic Engineer and Caltrans.

- d. Outbound traffic at the driveway on 8th Street shall be restricted to Right Turn Out only and posted with signs and other design criteria as directed by the City Traffic Engineer.
- e. All parking spaces in the main parking lot shall remain unrestricted for all users during business hours.
- f. Parking stall cross-slope shall not exceed 5%.
- g. Doors, gates, staircases, and similar improvements, shall not swing into a vehicle aisle or walkway.
- h. Provide unobstructed triangle of sight visibility (5' x 15') adjacent to each driveway and behind the ultimate property line, after dedications, when exiting the parking areas without walls, columns, landscaping, or similar obstructions over 36 inches high. (MBMC 10.64.150)
- i. All parking spaces adjacent to a vertical obstruction, except columns and obstructions adjacent to the front five feet (5') of a parking space, must be at least one foot wider than a standard space. (MBMC 10.64.100B)
- j. Wheel stops shall be provided for all parking spaces except parallel spaces or those spaces abutting a masonry wall or protected by a 6-inch high curb. (MBMC 10.64.100.D)
- k. At least two feet of additional aisle is required beyond the end of a dead end aisle to provide sufficient back-up space for vehicles in the last space of the aisle.
- l. Disabled parking must comply with current standards including but not limited to ADA and the CBC, and one or more van size spaces may be required.
- m. Construct new minimum 8-foot wide sidewalk along property frontages on the south side of 8th Street and north side of 6th Street.
- n. Construct new 4-foot minimum wide sidewalk along the rear property frontage on the east side of Larsson Street.
- o. All unused driveways and undeveloped property frontages shall be reconstructed with curb, gutter and sidewalk. Remove and replace existing driveway approaches to be reused in conformance with City and State standards.

- p. All compact spaces shall be labeled with signs and stencil markings at the back of each space.
 - q. Bicycle parking shall be provided at a rate of 5% of all parking spaces. (MBMC 10.64.80)
 - r. The folding architectural screen walls adjacent to the loading dock shall remain closed at all times except when delivery trucks are entering or exiting the loading area.
 - s. All parking lots shall be signed and marked to the satisfaction of the City Traffic Engineer.
27. The applicant shall provide dedications as detailed below for ADA access, other improvements and to upgrade the area to current standards for pedestrian and vehicular circulation. The applicant shall submit plans for the improvements to the Public Works, Fire, Police and Community Development Departments, the City Traffic Engineer, and Caltrans, as applicable, for review and approval, with the submittal of the building plan check. All dedications shall be recorded and required improvements completed per the approved plans prior to the issuance of a building final and occupancy of the site.
- a. A street dedication shall be granted to Caltrans that includes the entire width of existing and proposed sidewalks and widened shoulder along the Sepulveda Boulevard frontage.
 - b. A triangular 25-foot corner cut-off dedication shall be provided to the City at the southwest corner of Sepulveda Boulevard and 8th Street as formed by the future property lines. The applicant shall construct a public sidewalk and pedestrian ramp on this corner to City and Caltrans, if applicable, standards or reimburse the City for the project if it is constructed by the City prior to project Construction. The applicant shall show the proposed right of way dedication on all plans.
 - c. A triangular cut-off dedication shall be provided to the City at the northwest corner of Sepulveda Boulevard and 6th Street, as determined by the City Traffic Engineer. The applicant shall construct a public sidewalk and pedestrian ramp on this corner to City and Caltrans, if applicable, standards. The applicant shall show the proposed right of way dedication on all plans.
 - d. A triangular 10-foot corner cut-off dedication shall be provided to the City at the southeast corner of 8th and Larsson Street as formed by the future property lines. The applicant shall construct a public sidewalk and pedestrian ramp on this corner to City

standards. The applicant shall show the proposed right of way dedication on all plans.

28. The applicant shall submit to the City a cost estimate for completion of all of the required off-site improvements, including but not limited to the traffic and public improvements, with the submittal of plans to plan check. If the City accepts the final cost estimate, the applicant shall provide a bond or other financial security, equal to 1.25 times the estimated cost of the improvements, acceptable to the satisfaction of the Finance Director, Director of Public Works and the City Attorney, prior to the issuance of building permits.
29. The off-site parking lot portion of the project shall allow reciprocal vehicle access through the parking lot and driveway with adjacent properties for any future approved project upon which a similar reciprocal access condition is imposed. Parking lot configuration shown on the subject plans shall be modified (at the expense of the subject property owner) at the time of implementation of the reciprocal access. Reciprocal access agreements shall be provided to the Community Development Department for review, and approval at the time of any such future project, and recorded.
30. There shall be no change to the land use or square footage of land uses on the site as described in the Parking Analysis unless the change receives prior written approval by the Community Development Director, who may require a supplemental parking study to determine whether there is a change in parking demand and whether sufficient parking will be provided.

Procedural

31. *Terms and Conditions are Perpetual; Recordation of Covenant.* The provisions, terms and conditions set forth herein are perpetual, and are binding on the Applicant, its successors-in-interest, and, where applicable, all tenants and lessees of the site. Further, the Applicant shall record a covenant indicating its consent to the conditions of approval of this Resolution with the Office of the County Clerk/Recorder of Los Angeles. The covenant is subject to review and approval by the City Attorney. APPLICANT shall deliver the executed covenant, and all required recording fees, to the Department of Community Development within 30 days of the adoption of this Resolution. If APPLICANT fails to deliver the executed covenant within 30 days, this Resolution shall be null and void and of no further effect. Notwithstanding the foregoing, the Director may, upon a request by APPLICANT, grant an extension to the 30-day time limit.

32. *Indemnity, Duty to Defend and Obligation to Pay Judgments and Defense Costs, Including Attorneys' Fees, Incurred by the City.* APPLICANT shall defend, indemnify, and hold harmless 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") from and against any claims, damages, actions, causes of actions, lawsuits, suits, proceedings, losses, judgments, costs, and expenses (including, without limitation, attorneys' fees or court costs) in any manner arising out of or incident to this approval, related entitlements, or the City's environmental review thereof. 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. The City shall promptly notify APPLICANT of any claim, action, or proceeding and the City shall reasonably cooperate in the defense. If the City fails to promptly notify APPLICANT of any claim, action, or proceeding, or if the City fails to reasonably cooperate in the defense, APPLICANT shall not thereafter be responsible to defend, indemnify, or hold harmless the City or the Indemnitees. 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. 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 that amount with the City or enter into an agreement with the City to pay such expenses as they become due.

SECTION 10. The entitlements conferred by this Resolution shall lapse two years after the date of this resolution, unless the subject improvements are installed or the Applicant seeks an extension pursuant to Municipal Code Section 10.84.090.

SECTION 11. 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.

SECTION 12. The Planning Commission's decision is based upon each of the totally independent and separate grounds stated herein, each of which stands alone as a sufficient basis for its decision.

SECTION 13. The Secretary shall certify to the adoption of this Resolution and shall forward a copy of this Resolution to the applicant. The Secretary shall make this resolution readily available for public inspection.

SECTION 14. The Secretary to the Planning Commission shall certify to the adoption of this Resolution.

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 February 8, 2017, and that the Resolution was adopted by the following vote:

AYES:
NOES:
ABSENT:
ABSTAIN:

ANNE MCINTOSH
Secretary to the Planning Commission
Interim Community Development Director

Rosemary Lackow
Recording Secretary

**Manhattan Beach Gelson’s Market Project Mitigation Monitoring and Reporting Program
February 2017**

Impact	Mitigation Measure	Implementation, Responsibility & Timing	Monitoring Responsibility	Verified Implementation
Biological Resources				
<p>BIO-1: The project site does contain trees, which could provide habitat for migratory birds.</p>	<p>Mitigation Measure BIO-1: Inhibition of Nesting All potential nesting substrate (e.g., bushes, trees, grasses, and other vegetation, as well as buildings) that are scheduled to be removed by the project should be removed prior to the start of the nesting season (e.g., prior to February 1). The purpose would be to preclude the initiation of nests on these substrates, and minimize the potential for delay of the project due to the presence of active nests.</p>	<p>Prior to February 1st Applicant/Construction Contractor</p>	<p>Applicant/Construction Contractor</p>	<p>City of Manhattan Beach</p>
	<p>Mitigation Measure BIO-2: Nesting Bird Pre-Construction Surveys If any construction activities are to occur during the nesting bird season (February 1-August 31), then pre-construction surveys for nesting birds shall be conducted by a qualified biologist to ensure that</p>	<p>February 1st-August 31th Applicant/Construction Contractor</p>	<p>Applicant/Construction Contractor</p>	<p>City of Manhattan Beach</p>

**Manhattan Beach Gelson’s Market Project Mitigation Monitoring and Reporting Program
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Impact	Mitigation Measure	Implementation, Responsibility & Timing	Monitoring Responsibility	Verified Implementation
	<p>no nests shall be disturbed by project construction activities. These surveys shall be conducted no more than seven days prior to the initiation of construction activities in any given area; because construction may be phased, surveys shall be conducted prior to the commencement of each phase of construction. During each survey, the biologist shall inspect all potential nesting habitats (e.g., trees, shrubs, grasslands, and buildings) within the work area and within 250 feet of the work area for raptor nests and within 100 feet of the work area for nests of non-raptors.</p> <p>If an active nest (i.e., a nest with eggs or young, or any completed raptor nest attended by adults) is found close to work areas to be disturbed by these activities, the qualified biologist shall determine the extent of a disturbance-free buffer zone to be established around the nest (typically 250 feet</p>			

**Manhattan Beach Gelson’s Market Project Mitigation Monitoring and Reporting Program
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Impact	Mitigation Measure	Implementation, Responsibility & Timing	Monitoring Responsibility	Verified Implementation
	for raptors and 50 to 100 feet for non-raptors), to ensure that no active nests of species protected by the MBTA and California Fish and Game Code shall be disturbed during construction. In some circumstances, a qualified biologist, in consultation with the CDFW, can recommend that these buffers be modified based on topography, existing levels of disturbance, screening vegetation, and other factors.			
Cultural Resources				
CR-1: Project excavation and construction could unearth unanticipated cultural resources.	CR-1: Unanticipated Archeological Resources Pursuant to CEQA Guidelines 15064.5 (f), “provisions for historical or unique archaeological resources accidentally discovered during construction” shall be instituted. Therefore, in the event that any prehistoric or historic subsurface cultural resources are discovered during ground	During excavation, grading, and construction activities. Applicant/Construction Contractor	Applicant/Construction Contractor	City of Manhattan Beach

**Manhattan Beach Gelson’s Market Project Mitigation Monitoring and Reporting Program
February 2017**

Impact	Mitigation Measure	Implementation, Responsibility & Timing	Monitoring Responsibility	Verified Implementation
	<p>disturbing activities, all work within 50 feet of the resources shall be halted and the City of Manhattan Beach shall consult with a qualified archaeologist to assess the significance of the find. If any find is determined to be significant, representatives of the City and the qualified archaeologist would meet to determine the appropriate course of action. All significant cultural materials recovered shall be subject to scientific analysis, professional museum curation, and a report prepared by the qualified archaeologist according to current professional standards.</p>			
<p>CR-2: Project excavation and construction could unearth unanticipated paleontological resources.</p>	<p>Mitigation Measure CR-2: Unanticipated Paleontological Resources The project proponent and the City shall notify a qualified paleontologist of unanticipated discoveries, made by construction personnel and subsequently</p>	<p>During excavation, grading, and construction activities. Applicant/Construction Contractor</p>	<p>Applicant/Construction Contractor</p>	<p>City of Manhattan Beach</p>

**Manhattan Beach Gelson’s Market Project Mitigation Monitoring and Reporting Program
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Impact	Mitigation Measure	Implementation, Responsibility & Timing	Monitoring Responsibility	Verified Implementation
	<p>document the discovery as needed. In the event of an unanticipated discovery of a possible fossil during construction, excavations within 50 feet of the find shall be temporarily halted or diverted until the discovery is examined by a qualified paleontologist. The paleontologist shall notify the appropriate agencies to determine procedures that would be followed before construction is allowed to resume at the location of the find.</p>			
<p>CR-3: Project excavation and construction could unearth undiscovered human remains.</p>	<p>Mitigation Measure CR-3: Discovery of Human Remains</p> <p>In the unlikely event of the discovery of human remains, CEQA Guidelines 15064.5 (e)(1) shall be followed, which is as follows:</p> <p>1) There shall be no further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent human remains until:</p>	<p>During excavation, grading, and construction activities. Applicant/Construction Contractor</p>	<p>Applicant/Construction Contractor</p>	<p>City of Manhattan Beach</p>

**Manhattan Beach Gelson’s Market Project Mitigation Monitoring and Reporting Program
February 2017**

Impact	Mitigation Measure	Implementation, Responsibility & Timing	Monitoring Responsibility	Verified Implementation
	<p>(A) The Coroner of the county in which the remains are discovered is contacted to determine that no investigation of the cause of death is required, and</p> <p>(B) If the coroner determines the remains to be Native American:</p> <ol style="list-style-type: none"> 1. The coroner shall contact the Native American Heritage Commission (NAHC) within 24 hours. 2. The NAHC shall identify the person or persons it believes to be the most likely descended from the deceased Native American. <p>The most likely descendent may make recommendations to the landowner or the person responsible for the excavation work, for means of treating or disposing of, with appropriate dignity, the human remains and any associated grave goods as provided in Public Resources Code</p>			

**Manhattan Beach Gelson’s Market Project Mitigation Monitoring and Reporting Program
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Impact	Mitigation Measure	Implementation, Responsibility & Timing	Monitoring Responsibility	Verified Implementation
	Section 5097.98.			
Geology and Soils				
BMP-GEO	During construction, the construction contractor shall follow all site preparation recommendations included in the latest geotechnical report for the project including related to vegetation removal, removal of existing and subsurface improvements and structures, excavations, slope grades, compaction, and site fills.	During excavation, grading, and construction activities. Applicant/Construction Contractor	Applicant/Construction Contractor	City of Manhattan Beach
GEO-1: The project site is located in an area that could be subject to minor seismic related ground failure.	GEO-1: Geotechnical Plan Review Prior to the issuance of grading and building permits, the City Engineer shall review all geotechnical reports, grading plans, and building plans for site preparation and grading, site drainage improvements, and design parameters for foundations, retaining walls, landscaped rooftop area, and pavement areas, to ensure	Prior to approval of grading and building permits/City of Manhattan Beach	City of Manhattan Beach	City of Manhattan Beach

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Impact	Mitigation Measure	Implementation, Responsibility & Timing	Monitoring Responsibility	Verified Implementation
	<p>that the recommendations in the Geotechnical Report have been properly incorporated into the project design. The City Engineer shall provide recommendations regarding the geotechnical design/feasibility that are to be incorporated as conditions of approval for the project, satisfied as part of the building permit/construction/grading permits for the project.</p>			
	<p>GEO-2: Geotechnical Plan Review During construction, the City shall inspect, test (as needed), and approve all geotechnical aspects of project construction, including site preparation and grading, site surface and subsurface drainage improvements, and excavations for foundations and retaining walls prior to the placement of steel and concrete. A final inspection of site drainage improvements and excavations shall also be</p>	<p>Prior to approval of grading and building permits/City of Manhattan Beach</p>	<p>City of Manhattan Beach</p>	<p>City of Manhattan Beach</p>

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Impact	Mitigation Measure	Implementation, Responsibility & Timing	Monitoring Responsibility	Verified Implementation
	completed by the City to verify conformance with geotechnical recommendations.			
Hazards and Hazardous Materials				
HH-1: Project excavation, grading, and construction activities could uncover previously unknown and undocumented contamination.	<p>Mitigation Measure HH-1: Unknown and Undocumented Contamination</p> <p>If previously unknown and undocumented hazardous materials are encountered during construction or accidentally released as a result of construction activities the following procedures shall be implemented:</p> <ul style="list-style-type: none"> • A hazardous materials expert be on call in the event any unknown or undocumented hazardous materials are encountered during construction. • If hazardous materials are encountered work shall stop immediately and the hazardous materials expert shall be brought in to assess risk and determine 	During excavation, grading, and construction activities. Applicant/Construction Contractor	Applicant/Construction Contractor	City of Manhattan Beach

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February 2017**

Impact	Mitigation Measure	Implementation, Responsibility & Timing	Monitoring Responsibility	Verified Implementation
	<p>appropriate remediation. The hazardous materials expert shall identify the scope and immediacy of the problem.</p> <ul style="list-style-type: none"> • Coordination with the responsible agencies shall take place (Department of Toxic Substances Control, the Regional Water Quality Control Board, or the U.S. Environmental Protection Agency). • The necessary investigation and remediation activities shall be conducted to resolve the situation before continuing construction work. 			
	<p>Mitigation Measure HH-2: Asbestos Containing Materials</p> <p>Asbestos was detected in flooring materials. In order to prevent impacts to construction workers and the public the following procedures shall be implemented:</p> <ul style="list-style-type: none"> • Developer shall notify employees and occupants 	<p>During demolition construction activities. Applicant/Construction Contractor</p>	<p>Applicant/Construction Contractor</p>	<p>City of Manhattan Beach</p>

**Manhattan Beach Gelson’s Market Project Mitigation Monitoring and Reporting Program
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Impact	Mitigation Measure	Implementation, Responsibility & Timing	Monitoring Responsibility	Verified Implementation
	<p>regarding the presence and location of asbestos materials as required under California Health and Safety Code.</p> <ul style="list-style-type: none"> An abatement contractor shall remove asbestos materials prior to demolition, (refer to regulations regulated under California Title 8 1529, 29 CFR 1926.1101, South Coast Air Quality Management District (SCAQMD) Rule 1403 and other. Removal of lead shall be performed by lead-certified workers following 5-day California Dept. of Public Health (CDPH) notification, under Cal. Title 8 S1532.1. Contractor shall drum and profile all waste prior to transport and disposal. When profiling, Contractors shall not mix potential lead-containing waste with any other materials (e.g. paper suits). 			
Hydrology				

**Manhattan Beach Gelson’s Market Project Mitigation Monitoring and Reporting Program
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BMP-HYDRO	<p>During construction, the construction contractor shall implement erosion and sedimentation controls, dewatering (nuisance-water removal), runoff controls, and construction equipment maintenance in compliance with the 2012 MS4 Discharge Permit that requires the City to condition development approvals with incorporation of specified stormwater controls.</p> <p>During project operation, the project owner shall be responsible for maintaining and repairing landscaping, building, and parking areas to maintain proper drainage, operation of water quality treatment features, and efficient conveyance of project site run-off to site drainage features.</p>	<p>During excavation, grading, and construction activities. Applicant/Construction Contractor</p>	<p>Applicant/Construction Contractor</p>	<p>City of Manhattan Beach</p>
Noise				
NOI-1: Project construction could result in exposure of persons to	Mitigation Measure NOI-1: A temporary, continuous sound barrier shall be erected along the	<p>During excavation, grading, and construction activities.</p>	<p>Applicant/Construction Contractor</p>	<p>City of Manhattan Beach</p>

**Manhattan Beach Gelson’s Market Project Mitigation Monitoring and Reporting Program
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Impact	Mitigation Measure	Implementation, Responsibility & Timing	Monitoring Responsibility	Verified Implementation
noise.	perimeter of the project site. The barrier shall be at least 8 feet in height and constructed of materials achieving a Transmission Loss (TL) value of at least 20 dBA, such as ½ inch plywood.	Applicant/Construction Contractor		
	Mitigation Measure NOI-2: Exterior noise-generating construction activities shall be limited to Monday through Friday from 7:30 A.M. to 6:00 P.M., and from 9:00 A.M. to 6 P.M. on Saturdays. No noise-generating exterior construction activities shall occur on Sundays or City-observed holidays.	During excavation, grading, and construction activities. Applicant/Construction Contractor	Applicant/Construction Contractor	City of Manhattan Beach
	Mitigation Measure NOI-3: Construction activities shall be scheduled so as to avoid operating several pieces of heavy equipment simultaneously when close to nearby sensitive uses, which causes high noise levels.	During excavation, grading, and construction activities. Applicant/Construction Contractor	Applicant/Construction Contractor	City of Manhattan Beach
	Mitigation Measure NOI-4: Noise-generating construction	During excavation, grading, and	Applicant/Construction Contractor	City of Manhattan

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	equipment shall be equipped with effective noise control devices; i.e., mufflers, lagging, and/or motor enclosures. All equipment shall be properly maintained to assure that no additional noise due to worn or improperly maintained parts would be generated.	construction activities. Applicant/Construction Contractor		Beach
	Mitigation Measure NOI-5: Engine idling from construction equipment such as bulldozers and haul trucks shall be limited. Idling of haul trucks shall be limited to five (5) minutes at any given location as established by the South Coast Air Quality Management District.	During excavation, grading, and construction activities. Applicant/Construction Contractor	Applicant/Construction Contractor	City of Manhattan Beach
	Mitigation Measure NOI-6: Noise and groundborne vibration construction activities whose specific location on the site may be flexible (e.g., operation of compressors and generators, cement mixing, general truck idling, staging) shall be conducted as far as possible from the nearest	During excavation, grading, and construction activities. Applicant/Construction Contractor	Applicant/Construction Contractor	City of Manhattan Beach

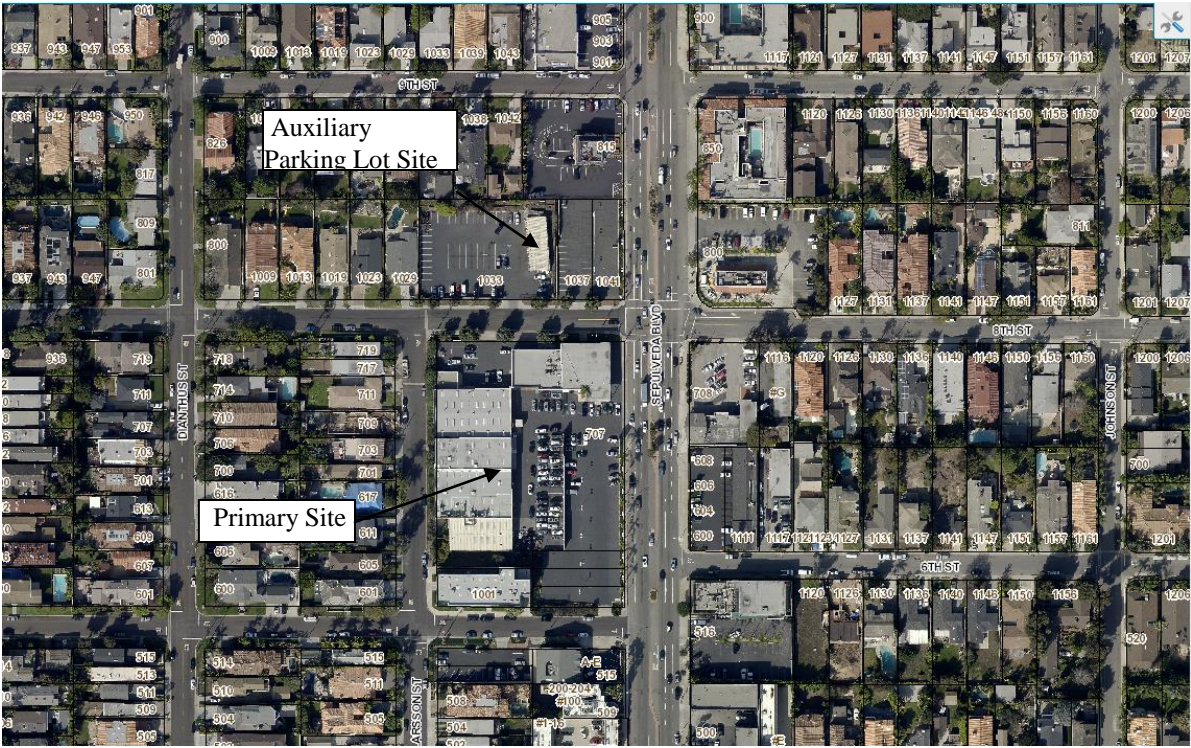
**Manhattan Beach Gelson’s Market Project Mitigation Monitoring and Reporting Program
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Impact	Mitigation Measure	Implementation, Responsibility & Timing	Monitoring Responsibility	Verified Implementation
	noise- and vibration-sensitive land uses, and natural and/or manmade barriers (e.g., intervening construction trailers) shall be used to screen propagation of noise from such activities towards these land uses to the maximum extent possible.			
	Mitigation Measure NOI-7: Barriers such as, but not limited to, plywood structures or flexible sound control curtains shall be erected around on-site stationary equipment (e.g., compressors and generators) to minimize the amount of noise during construction on the nearby noise-sensitive uses.	During excavation, grading, and construction activities. Applicant/Construction Contractor	Applicant/Construction Contractor	City of Manhattan Beach
	Mitigation Measure NOI-8: The construction contractor or project applicant shall provide a construction site notice that includes the following information: job site address, permit number, name and phone number of the contractor and owner or owner’s	During excavation, grading, and construction activities. Applicant/Construction Contractor	Applicant/Construction Contractor	City of Manhattan Beach

**Manhattan Beach Gelson’s Market Project Mitigation Monitoring and Reporting Program
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	agent, hours of construction allowed by code or any discretionary approval for the site, and City telephone numbers where violations can be reported. The notice shall be posted and maintained at the construction site prior to the start of construction and displayed in a location that is readily visible to the public.			

Vicinity Map
707 Sepulveda Blvd.



ATTACHMENT B
PC MTG 2-8-17

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ATTACHMENT A: PROJECT DESCRIPTION

Manhattan Beach Gelson's Market 707 and 801 N. Sepulveda Boulevard, Manhattan Beach, CA 90266

Request

PCG MB, LLC (the "Applicant") owns the properties located at 707 N. Sepulveda Boulevard (the "Primary Project Site") and at 801 N. Sepulveda Boulevard (the "Auxiliary Employee Parking Site") in the City of Manhattan Beach ("City"). The Applicant is proposing to redevelop the Primary Project Site with: (i) a 27,900 square foot specialty grocery store, including onsale and offsale alcohol sales and instructional tastings, with incidental hot and cold prepared food offerings and incidental seating areas, to be tenanted by Gelson's Market; (ii) an up to 7,000 square foot building¹, to be tenanted by First Republic Bank which has a retail services component and primarily operates as a financial services and investments company; (iii) associated business identification signage; (iv) a surface parking lot on the Primary Project Site; and (v) a surface parking lot for employee use on the Auxiliary Employee Parking Site (collectively referred to herein as the "Project").

Pursuant to Title 10 of the Manhattan Beach Municipal Code ("MBMC" or the "Code"), the Applicant hereby requests the following entitlements to permit the development of the proposed Project:

- Master Use Permit to develop a multiple tenant project with more than five thousand square feet of buildable floor area on a site with more than ten thousand square feet of land area. MBMC §§ 10.16.20 (B) and 10.84.
- Use Permit to allow an accessory Eating and Drinking Establishment type use associated with Gelson's incidental prepared food offerings and incidental seating areas. MBMC §§ 10.16.020 and 10.84.
- Use Permit to allow Alcohol Sales incidental to Gelson's proposed specialty food and beverage options subject to Type 21, Type 41 and Type 86 Licenses to be issued by the California Alcoholic Beverage Control ("ABC"). MBMC §§ 10.16.020 (L) and 10.84.
- Use Permit to allow Reduced Parking to allow shared parking for the Project's tenants and customers and reduced parking based on the Project's actual demand. MBMC §§ 10.64.050 and 10.84.
- Sign Program to establish uniform sign design guidelines and sign area allocations for the Project, as required for any multiple tenant site. MBMC § 10.72.060.

¹ This includes areas devoted to service and mechanical rooms, which, per MBMC § 10.04.030, are excluded from the definition of buildable floor area in Commercial and Industrial Districts. The 7,000 square feet of space includes approximately 316 square feet of mechanical area, resulting in 6,684 square feet of buildable floor area.

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ATTACHMENT A: PROJECT DESCRIPTION

Manhattan Beach Gelson's Market 707 and 801 N. Sepulveda Boulevard, Manhattan Beach, CA 90266

Project Description

The Project is comprised of two sites, the Primary Project Site and the Auxiliary Employee Parking Site. Both sites are located to the west of Sepulveda Boulevard (State Route 1) and south of Manhattan Beach Boulevard, which are main thoroughfares in the City. The Project site is located in a commercial area along Sepulveda Boulevard adjacent to a fast food restaurant and an office building. Suburban residential development is located to the west. Both the Primary Project Site and the Auxiliary Employee Parking Site are designated as General Commercial under the City's General Plan, and zoned as General Commercial. At the present time, the Project sites consist of unoccupied and under-utilized buildings and surface parking areas as described further below.

More specifically, the Primary Project Site is located between 6th and 8th Streets on the western side of Sepulveda Boulevard. The Primary Project Site is 2.22 acres in size and is comprised of several parcels (APNs 4169-005-001, 4169-005-002, 4169-005-003, 4169-005-025). The Primary Project Site is currently unoccupied, but is developed with three buildings, including an automobile showroom, collision repair facility, automobile service depot, and surface parking. Currently, access to the Primary Project Site includes three driveways: one driveway on Sepulveda Boulevard, one driveway on 6th Street, and one driveway on 8th Street. The Auxiliary Employee Parking Site is located north of 8th Street and to the west of Sepulveda, near the middle of the block. The Auxiliary Employee Parking Site is 0.17 acres in size, and consists of one parcel (4170-038-0170). At the present time, the site is developed with a metal shed/storage unit and associated paved areas.

The Applicant proposes to develop the Primary Project Site with Gelson's Market, First Republic Bank, and a surface parking lot. The Project proposal anticipates that the existing collision repair facility would be partially demolished, and that the showroom and service depot would be entirely demolished; together, these total approximately 17,576 square feet of building demolition area on the Primary Project Site. In addition, a 2,242 square foot building will be completely demolished on the Auxiliary Employee Parking Site. This results in a total demolition of 19,818 square feet of existing buildings. Overall the Project proposes to reconstruct 7,369 square feet (consisting of 6,060 square feet of building area and a 1,309 square foot mezzanine office space) to establish a Gelson's Market. In addition a new up to 7,000 square foot First Republic Bank will be constructed on the southern portion of the Primary Project Site, near the corner of Sepulveda Boulevard and 6th Street adjacent to an existing office building. Thus, after the initial demolition, the Primary Project Site will contain approximately 7,000 square feet of new building area, 7,369 square feet of reconstructed building area, and the remodel of the remaining 20,531 square feet of the existing collision repair facility. No buildings will be constructed on the Auxiliary Employee Parking Site. Taking into account the

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Manhattan Beach Gelson's Market 707 and 801 N. Sepulveda Boulevard, Manhattan Beach, CA 90266

Project's proposed demolition and construction there will be a net reduction of overall building area on the Primary Project Site and on the Auxiliary Employee Parking Site; resulting in a net reduction of overall building area for the entire Project. The following provides detailed information pertaining to the Project's specific areas of demolition and construction.

- The existing collision repair facility is 30,211 square feet in size, including the mezzanine area. The construction proposed as part of the Gelson's Market anticipates the partial demolition of the collision repair facility. Approximately 9,680 square feet, including the 4,800 square foot mezzanine area, of collision repair facility will be demolished. The Project would remodel the remaining portion of the existing collision repair facility (approximately two-thirds of the building), and reconstruct approximately 6,060 square feet of building area and 1,309 square foot of mezzanine office space to establish an approximately 27,900 square foot Gelson's Market. Demolition and new construction will occur at the southernmost portion of the new Gelson's Market building to create the loading dock area, which will be located at a lower grade and enclosed with walls and a slat door on the southern side of the specialty grocery building. In addition, demolition and construction will take place at the northernmost portion of the Gelson's Market building to provide additional specialty grocery area and incidental indoor seating. A 503 square foot patio will also be constructed near the northernmost portion of the proposed Gelson's Market building to be used as an additional incidental outdoor seating area.
- Also proposed on the Primary Project Site is the demolition of the existing automobile showroom structure that is located on the corner of Sepulveda Boulevard and 8th Street. The 7,896 square foot automobile showroom will be completely demolished to improve the view corridor at the intersection of Sepulveda Boulevard and 8th Street. The new up to 7,000 square foot First Republic Bank building will be constructed adjacent to an existing office building, on the southern portion of the Primary Project Site, near the corner of Sepulveda Boulevard and 6th Street.
- The remainder of the Primary Project Site's existing surface parking lot will be reconfigured and improved with on-site parking spaces. In addition, the Primary Project Site will be beautified in a sustainable manner with drought resistant vegetation, attractive landscaping, and low intensity LED lighting. As currently planned, landscaping coverage will exceed City Code requirements on the Primary Project Site, and the light intensity is anticipated to be reduced between 60 and 70 percent from the automobile facility uses.

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Manhattan Beach Gelson's Market 707 and 801 N. Sepulveda Boulevard, Manhattan Beach, CA 90266

- The redevelopment of the Auxiliary Employee Parking Site includes the demolition of a small commercial structure that is approximately 2,242 square feet in size. The site will then be redeveloped with a surface parking lot for use as employee parking for the Project's tenants. Similar to the Primary Project Site, the Auxiliary Employee Parking Site will be beautified in a sustainable manner with drought resistant vegetation and attractive landscaping. The planned landscaping coverage is expected to exceed the City's Code requirements as per the current site configuration.

The Gelson's Market will be a specialty grocery store that includes meat and seafood, produce and floral departments, a full-service deli with prepared cold and cooked food options, a soup and salad bar, incidental prepared food and seating areas, a full line of alcoholic beverages (wine, beer & spirits) for off-site consumption pursuant to a Type 21 License, and instructional tastings pursuant to a Type 86 "Instructional Tasting" Liquor License. Additionally, as part of the specialty options, the Gelson's Market will have an incidental wine and tapas bar area that will serve beer and wine, which may be consumed on-site subject to a Type 41 License. Finally, the Gelson's Market will include an incidental approximately 145 square-foot indoor prepared food seating area and a 503 square foot outdoor patio seating area. The Gelson's Market anticipates operating from 7:00 a.m. to 10:00 p.m. seven days a week. Loading operations are anticipated to occur Monday through Saturday between 7:00 a.m. to 1:30 p.m., and no deliveries are anticipated to occur on Sunday.

Based on Gelson's proposed specialty grocery offerings, the Applicant has requested a Use Permit to allow an Eating and Drinking Establishment type use associated with the incidental prepared food and seating areas. In addition, the Applicant has requested a Use Permit to allow Alcohol Sales incidental to the Gelson's Market specialty food and beverage options subject to Type 21, Type 41 and Type 86 Licenses to be issued by the California Alcoholic Beverage Control ("ABC").

The Project's First Republic Bank building will operate as a preferred banking office for financial services and investments, which is permitted by right in the General Commercial zoning designation in which the Project is located. First Republic's preferred banking offices provide financial and investments services to relationship clients both within the branch offices and in the clients' home/office. The First Republic Bank building will not have traditional teller counters; however, there will be ATMs on-site as a customer and neighborhood convenience. The operational hours are generally anticipated to take place between the hours of 9:00 a.m. and 5:00 p.m. Monday through Thursday, 9:00 a.m. to 6:00 p.m. on Friday, and 10:00 a.m. to 2:00 p.m. on Saturday, with no operations taking place on Sunday. No individual Use Permit approvals are required in conjunction with the proposed First Republic's operations.

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Overall, the Project will provide required parking on the Primary Project Site and on the Auxiliary Employee Parking Site. A total of 135 on-site parking spaces will be permanently maintained for the Project at all times, including the parking spaces on both the Primary Project Site and the Auxiliary Employee Parking Site. The existing surface parking lot on the Primary Project Site would be reconfigured to provide one hundred nineteen (119) parking spaces, including 5 accessible parking spaces. The Auxiliary Employee Parking Site will be redeveloped with sixteen (16) parking spaces, including seven (7) standard and nine (9) compact parking spaces. Although not required to address Project or employee parking demands, the Applicant has leased additional parking spaces in two off-site parking lots as a “good neighbor” effort. Five spaces have been leased at an off-site office building’s parking lot on the south side of 6th Street across from the Primary Project Site, and could be available to employees on weekends. An additional twenty spaces are located in parking lot located on the west side of Sepulveda Boulevard at 10th Street two blocks to the north of the site, and could be available to employees at any time. In addition, the Project will install bicycle racks that will support at least eight bicycles.

A shared parking demand analysis was undertaken to determine the Project’s actual parking demand. The findings of the shared parking analysis indicate that the highest estimated weekday shared peak parking demand would be 135 spaces at 5:00 p.m. during the highest estimated weekday shared peak parking demand, and would be 131 spaces at 2:00 p.m. during the highest estimated weekend shared peak parking demand, based on ITE rates and upon a combination of survey data of another similar-sized Gelson’s store and Code requirements. Under both analysis scenarios, either using ITE rates or combination of survey data of another similar-sized Gelson’s specialty market and Code requirements, the Project would provide a sufficient number of off-street parking spaces to meet the demand for all site uses. As such the Applicant has applied for a Use Permit to allow Reduced Parking pursuant to Municipal Code Section 10.64.050.

Access to the Primary Project Site will be available via two driveways: one driveway on Sepulveda Boulevard and one driveway on 8th Street. The primary entrance and exit will be from/onto Sepulveda Boulevard. The Primary Project Site has an existing driveway on Sepulveda Boulevard, which would be relocated to the south away from the Sepulveda Boulevard and 8th Street intersection to improve circulation around the Project site. The Primary Project Site’s driveway on Sepulveda Boulevard will provide right-turn ingress and egress movements. The Project has also been designed to incorporate a widened deceleration shoulder for the Sepulveda Boulevard entryway without impacting the Site’s parking supply, should the City and/or Caltrans request one. Additionally, the Project will dedicate land on a portion of the Site's 8th Street frontage to enable the City to create a dedicated right turn pocket onto Sepulveda Boulevard. The Primary Project Site’s existing driveway on 6th Street would be closed as part of the Project to improve traffic flow and reduce the number of vehicles heading west into

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residential areas. Access to the Auxiliary Employee Parking Site would be provided by one entrance on 8th Street.

The Project is of a contemporary design. The project materials include ipe wood, glass, painted metal panels, natural concrete, and stucco. The colors include natural wood, white, gray, and beige. The buildings proposed as part of the Project are consistent with the Code's maximum building height limits. The Primary Project Site has an existing grade that is not clearly representative of the site topography because of existing extreme slopes at Larsson Street and 6th Street. Under this circumstance, the Code has established regulations for the measurement of building heights. In compliance with the Code, no portion of the Gelson's Market building or the First Republic Bank building will have a height greater than 22 feet as measured from the average site elevation of 153.2 feet above sea level. The Project's buildings will range in height from 20.8 feet to 25.5 feet above the finish floor, which is within the Code's allowed height of 26.4 feet based on the topographic conditions of the Primary Project Site. At no point will any portion of any building extend beyond a height of 26.4 feet from the existing site grade under each respective building on the Primary Project Site. This is in compliance with the Code's limitation that no building may exceed the maximum allowable height above existing grade or finish grade (whichever is lower) by more than twenty percent (22 feet multiplied by 1.2 (20%) equals 26.4 feet, and buildings will be measured from the lower existing grade). MBMC § 10.60.050. Building rooftop mechanical equipment would be screened on all sides. Ultimately there will be little change on the Primary Project Site with regard to the building height because the heights of the proposed Project are similar to, and no higher than, the unoccupied buildings currently existing on the Primary Project Site.

Finally, as the Project consists of multiple tenants, a Sign Program has been prepared in accordance with Code requirements. The Sign Program includes 755.6 square feet of signage, which complies with the Code's maximum limit of 760 square feet of signage based on the site's 380 lineal feet of frontage. MBMC § 10.72.050. Included in the proposed Sign Program are one double faced pole sign with approximately 104.5 square feet of sign area per side (which results in a calculation of a total of 418 square feet of pole sign area when including the Code's penalty factor for pole signs), and six wall signs that range in size from 25 square feet to 77 square feet (a total of 337.6 square feet of wall signage). The signs are designed to be compatible with the Project and are contemporary in design. Further, the signs include similar materials, including ipe wood, acrylic, and metal elements. In addition, the color scheme incorporates the same natural wood, white, gray, and beige colors that are used in the Project's architectural design. The proposed Sign Program indicates the Project's commercial services and offerings, including corporate logo identifiers, while still blending seamlessly into the Project's design accents.

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PCG MB, LLC (the "Applicant") owns the properties located at 707 N. Sepulveda Boulevard (the "Primary Project Site") and at 801 N. Sepulveda Boulevard (the "Auxiliary Employee Parking Site") in the City of Manhattan Beach ("City"). The Applicant is proposing to redevelop the Primary Project Site with: (i) a 27,900 square foot specialty grocery store, including onsale and offsale alcohol sales and instructional tastings, with incidental hot and cold prepared food offerings and incidental seating areas, to be tenanted by Gelson's Market; (ii) an up to 7,000 square foot building¹, to be tenanted by First Republic Bank which has a retail services component and primarily operates as a financial services and investments company; (iii) associated business identification signage; (iv) a surface parking lot on the Primary Project Site; and (v) a surface parking lot for employee use on the Auxiliary Employee Parking Site (collectively referred to herein as the "Project").

Pursuant to Title 10 of the Manhattan Beach Municipal Code ("MBMC" or the "Code"), the Applicant requests the following entitlements: (1) Master Use Permit to develop a multiple tenant project with more than five thousand square feet of buildable floor area on a site with more than ten thousand square feet of land area; (2) Use Permit to allow an Eating and Drinking Establishment type use associated with Gelson's Market's incidental prepared food and incidental seating areas; (3) Use Permit to allow Alcohol Sales incidental to the Gelson's Market's proposed specialty food and beverage options subject to Type 21, Type 41 and Type 86 Licenses being issued by the California Alcoholic Beverage Control ("ABC"); (4) Use Permit to allow the Reduced Parking to allow shared parking for the Project's tenants and customers and reduced parking based on the Project's actual demand; and (5) Sign Program to establish uniform sign design guidelines and sign area allocations for the Project, as required for any multiple tenant site.

The Planning Commission shall grant the Master Use Permit and supplemental Use Permits upon written findings that the project satisfies each of the following requirements. MBMC §§ 10.84. and 10.64.050.

A. Master Use Permit Findings

These Findings are made in support of the Master Use Permit to develop a multiple tenant project with more than five thousand square feet of buildable floor area on a site with more than ten thousand square feet of land area.

¹ This includes areas devoted to service and mechanical rooms, which, per MBMC § 10.04.030, are excluded from the definition of buildable floor area in Commercial and Industrial Districts. The 7,000 square feet of space includes approximately 316 square feet of mechanical area, resulting in 6,684 square feet of buildable floor area.

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1. *The proposed location of the use is in accord with the objectives of this title and the purposes of the district in which the site is located.*

The Project is located within the General Commercial zone and in Area District 1 along the Sepulveda Boulevard commercial corridor. In general, the purpose of the General Commercial zone is to “provide opportunities for the full range of retail and service businesses deemed suitable for location in Manhattan Beach” MBMC § 10.16.010. The Project involves the development of a site over 10,000 square feet in land area with a Gelson's Market and a First Republic Bank. In addition, the Gelson's Market proposes to include incidental Eating and Drinking Establishment and Alcohol Sales type uses subject to the approval of separate Use Permits. A Use Permit has also been requested to allow the Project to be parked based on the Project's actual projected parking demand as established in the Project's Parking Analysis. In general, the Project proposes to establish commercial uses on the Primary Project Site and supplemental employee parking on the Auxiliary Employee Parking Site, which is consistent with the intent of the General Commercial zoning designation and is appropriate for the Sepulveda Boulevard commercial corridor. As conditioned, the Project will be redeveloped with commercial uses on an unoccupied and underutilized site along the City's largest commercial corridor, consistent with the General Commercial zoning designation's regulations and in accord with the objectives of Title 10 of the City of Manhattan Beaches' Municipal Code.

Furthermore, as described below, the Project is consistent with the specific purposes of Commercial Districts, as identified in the Code. MBMC § 10.16.010

- (a) 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 proposed Project provides commercial services for residents and visitors to the City. Given the combination of uses proposed for the Project, including the mix of specialty grocery, accessory eating and drinking, and banking uses, the Project will provide a range of commercial uses on an otherwise unoccupied and underutilized site along the City's largest commercial corridor.

- (b) Strengthen the City's economic base, but also protect small businesses that serve City residents.

The Project proposes to establish commercial uses on an unoccupied and underutilized site along the City's largest commercial corridor. Providing quality

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products and services to local and neighborhood residents and businesses, the Manhattan Beach community, as well as individuals who travel along Sepulveda Boulevard, is a main priority of the Project. All of these individuals will have a convenient place to meet their grocery and financial service needs, which in turn means they will not have to make a separate or additional trip to a more distant outlet for these purposes. In addition, the Project will help keep shoppers and tax revenue in the City of Manhattan Beach by reducing grocery sale tax leakage to neighboring cities. Due to the size of the Primary Project Site, there is an opportunity to develop the site with a specialty grocery use that cannot be provided in the other smaller scale commercial areas in town. The balance of uses in the City is protected, as small businesses will continue to be provided in Downtown, the North End and other commercial areas on smaller commercial zoned sites. Finally, by improving the City's availability of quality products and services, the Project is expected to strengthen the local economy and generate increased sales tax revenue.

- (c) Create suitable environments for various types of commercial and compatible residential uses, and protect them from the adverse effects of inharmonious uses.

The Project involves the establishment of a mix of commercial uses that are in harmony with the existing development along Sepulveda Boulevard in the Project's vicinity. In addition, the nearby residential uses will be protected by the conditions of approval and mitigation measures related to the Project's traffic and circulation, parking, lighting, landscaping, and building scale and design.

- (d) Minimize the impact of commercial development on adjacent residential districts.

The intensity and form of the redevelopment proposed as part of the Project is largely similar to – but smaller than – the existing development. First, the Project results in a net reduction of building area on both the Primary Project Site and the Auxiliary Employee Parking Site; resulting in a net reduction of overall building area for the entire Project. Second, a major component of the Project is the reuse of more than two-thirds of the existing collision repair facility and the upgrade of the building that will be remodeled for the Gelson's Market. This promotes the maintenance of the existing setbacks and landscaping buffers along the rear of the property, which have historically served (and will continue to serve) as a buffer to the adjacent residential development, consistent with the Code's requirements and the Sepulveda Design Guidelines. In addition, nearby residential uses are protected with conditions related to traffic and circulation, parking, lighting, landscaping, and building scale and design. Further, loading facilities will be

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adequate in size and number, and located at a lower grade and enclosed with walls and a slat door on the southern side of the specialty grocery building. Finally, the proposed site access and circulation plan encourages traffic to enter and exit from Sepulveda Boulevard away from residential serving streets.

- (e) 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 surrounding commercial developments and community. The project would be contemporary in design, and would be constructed of ipe wood, glass, painted metal panels, natural concrete, and stucco. The colors would include natural wood, white, gray, and beige. The design also seeks to minimize the scale of the buildings to fit the scale of the surrounding area. The Gelson's Market will also have a "green wall" of planted materials on the front of the building.

- (f) Ensure the provision of adequate off-street parking and loading facilities.

The Project will provide a total of 135 on-site parking spaces that will be permanently maintained for the Project at all times, including the parking spaces on both the Primary Project Site and the Auxiliary Employee Parking Site. The loading facilities, which are located at a lower grade and enclosed with walls and a slat door on the southern side of the specialty grocery building, will be located away from residential uses and will be adequate in size and number. In addition, the Project will install bicycle racks that will support at least eight bicycles.

Although not required to address Project or employee parking demands, the Applicant has leased additional parking spaces in two off-site parking lots as a "good neighbor" effort. Five spaces have been leased for employee parking use during the weekends at an office building (unoccupied on weekends) located on the west side of Sepulveda at 6th Street, one-half of a block to the south of the Primary Project Site. Twenty more employee parking spaces have been leased in an off-site parking lot located on the west side of Sepulveda Boulevard at 10th Street two blocks to the north of the Site, and could be available to employees at any time.

The proposed parking spaces provide adequate off-street parking facilities consistent with the Project's Parking Analysis study, which factored in shared parking for the mix and operational characteristics of the Project's tenants, and identifies the Project's actual parking demand.

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(g) Provide sites for public and semipublic uses needed to complement commercial development or compatible with a commercial environment.

The proposed Project and future tenant improvements to the remainder of the site will be consistent with each of the development criteria outlined in the Sepulveda Boulevard Development Guide, as conditioned, specifically:

- **Reciprocal Access:** Circulation within the Primary Project Site, including vehicular, bicycle, pedestrian and transit, will be integrated and connected. The Project also limits curb cuts on Sepulveda Boulevard to one entrance/exit, which has been relocated away from the 8th Street and Sepulveda Boulevard intersection to improve the visibility of the intersection and circulation along the Project's street frontage.
- **Right-turn Pockets:** The Applicant is able to provide a widened deceleration shoulder for the Sepulveda Boulevard Project entrance/exit, pending direction and approval from Caltrans, which is the ultimate decision maker regarding Sepulveda Boulevard improvements within the vicinity of the Project. As deemed appropriate by the City and Caltrans, dedications and improvements along the Sepulveda Boulevard street frontage may be implemented without impacting the Project's parking supply.
- **Driveway Throats:** The Primary Project Site has been designed to include driveway throats at both entrances/exits to avoid potential vehicle movement conflicts where cars are entering and exiting.
- **Sidewalk Dedication:** Pursuant to direction from the City and Caltrans, sidewalk dedications and related improvements along the Sepulveda Boulevard, may be implemented to support pedestrian and ADA circulation.
- **Building Orientation:** The Project is oriented toward Sepulveda Boulevard. Additionally, architectural elements of the Project's building design focus on, and directly relate to, the street to create a more attractive, comfortable and interesting environment for the Boulevard.
- **Visual Aesthetics:** The site plan and layout of the buildings and parking areas provide landscaping and architectural features that are visible along Sepulveda Boulevard. As reflected in the Project's concept plans, these consist of high quality design and materials. Further, a review of the

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Project's architectural plans is required to ensure that material boards, samples and renderings are consistent with the depiction in the plans.

- Residential Nuisances: Residential nuisances have been minimized through the Project's design and conditions related to lighting, landscaping, trash handling, loading dock design, location and limited loading operational hours, traffic and circulation, site design, and allowed land uses.
- Pedestrian Access: Pedestrian access will be encouraged with strong on- and off-site linkages and a network that connects to transit.
- Landscaping: The Project sites will be beautified in a sustainable manner with drought resistant vegetation and attractive landscaping. Trees and other decorative landscaping will soften and complement the buildings, screen and buffer parking areas, and provide visual interest along Sepulveda Boulevard.
- Signs: As the Project consists of a multiple tenants, a Sign Program has been prepared in accordance with Code requirements. Signs have been designed to be compatible with the architectural design and scale of the Project; they are contemporary in design and include materials similar to those used elsewhere in the Project's design, such as ipe wood, acrylic, and metal elements. The color scheme also incorporates the same natural wood, white, gray, and beige colors that are used in the Project's architectural design. The proposed Sign Program indicates the Project's commercial services and offerings, including corporate logo identifiers, while still blending seamlessly into the Project's design accents. Finally, the Sign Program is in incompliance with the maximum permitted signage based on the Primary Project Site's lineal feet of frontage along Sepulveda Boulevard. No harsh lights, blinking, moving, or flashing signs are incorporated.
- Utility Undergrounding: No overhead utility facilities are located along the Project's Sepulveda Boulevard street frontage. As such, the Project is already in compliance with this Sepulveda Boulevard Development Guideline.

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*

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detrimental to the public health, safety or welfare of persons residing or working in or adjacent to the neighborhood of such use; and will not be detrimental to properties or improvements in the vicinity or to the general welfare of the city.

The Project is located in the General Commercial land use designation within the Sepulveda Boulevard commercial corridor. The intent of the General Commercial land use designation, which primarily applies along Sepulveda Boulevard, is to provide “opportunities for a broad range of retail and service commercial and professional office uses intended to meet the needs of local residents and businesses and to provide goods and services for the regional market;” further, the designation is intended to “accommodate uses that typically generate heavy traffic.” (General Plan: Land Use Element, 2003, p. 20) The Project proposes to establish a Gelson’s Market with specialty food and beverage options, including incidental prepared food and seating areas, and a First Republic Bank, all of which are consistent with the intent of the General Commercial land use designation and are appropriate for the Sepulveda Boulevard commercial corridor. Further, the Project is consistent with the intent of the land use designation with regards to the character and scope of development anticipated for Sepulveda Boulevard, and, as evidenced by the Traffic Study, the Project will not generate significant traffic impacts.

The Project will not be detrimental to the public health, safety or welfare of persons residing or working in or adjacent to the neighborhood, and will not be detrimental to properties or improvements in the vicinity or to the general welfare of the City. Rather, the Project will provide local and neighborhood services that will be operated in compliance with local and state regulations. The Primary Project Site has been designed to maintain a large portion of one of the existing buildings on-site, and includes a redesign and remodel of the remainder of the site to improve circulation and street visibility along Sepulveda Boulevard. The Project will maintain the existing setbacks and landscaping buffers along the rear of the property as a buffer to the adjacent residential development consistent with the Code requirements and the Sepulveda Design Guidelines.

In addition, the Gelson’s Market anticipates operating from 7:00 a.m. to 10:00 p.m. seven days a week. Loading operations are anticipated to occur Monday through Saturday between 7:00 a.m. to 1:30 p.m., and no deliveries are anticipated to occur on Sunday. The proposed operations are customary of specialty grocery stores. Further, the design of the Project’s loading docks, which are located at a lower grade and enclosed with walls and a slat door on the southern side of the specialty grocery building, and the restrictions on loading operations will reduce any impact to neighboring businesses and residences so

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that the use will not be detrimental to the public health, safety or welfare of persons or to properties in the vicinity of the Project. Similarly, the First Republic Bank will have limited hours of operations. Operational hours are generally anticipated to be 9:00 a.m. to 5:00 p.m. Monday through Thursday, 9:00 a.m. to 6:00 p.m. on Friday, and 10:00 a.m. to 2:00 p.m. on Saturday, with no operations taking place on Sunday, which do not have the potential be detrimental to properties or improvements in the vicinity or to the general welfare of the City.

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

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.

(General Plan Land Use Element, 2003, pp. 25-26)

According the Land Use Element, "Sepulveda Boulevard is the major commercial corridor in Manhattan Beach, with primarily regional-serving and large-scale businesses. Ensuring quality design is especially important along this corridor to avoid monotonous and overbearing buildings, safeguard pedestrian safety and access, and promote compatibility with residential neighborhoods." (General Plan Land Use Element, 2003, p. 26) As such, the Sepulveda Boulevard Design Guidelines have been developed to "address such issues as vehicular access, pedestrian access, sidewalk dedication, building orientation, visual aesthetics, residential nuisances, landscaping, signs, and utility undergrounding." (General Plan Land Use Element, 2003, p. 26) The Project proposes quality design that uses a mix of contemporary materials and a neutral color scheme, and incorporates architectural building articulations to promote quality design. In addition, the Project has been designed to conform to and meet the objectives of the Sepulveda Boulevard Design Guidelines.

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.

(General Plan Land Use Element, 2003, p. 31)

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The Project proposes to establish commercial uses on an unoccupied and underutilized site along the City's largest commercial corridor. The Project will advance the goals of the General Plan by enhancing the urban lifestyles of the adjacent communities and neighborhoods, reducing vehicle trips to more distant grocery stores and/or banks, and keeping shoppers and tax revenue in the City of Manhattan Beach.

Goal LU-8: Maintain Sepulveda Boulevard as a regional-serving commercial district.

- 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.
(General Plan Land Use Element, 2003, p. 34)

The Project will remodel an existing building, construct a new building, and upgrading the Primary Project Site and the Auxiliary Employee Parking Site to provide specialty grocery and financial services to a broad market area including local and neighborhood residents, as well as individuals who travel along Sepulveda Boulevard.

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

The Project involves the development of a site over 10,000 square feet in land area with a Gelson's Market and a First Republic Bank. The Applicant has requested a Master Use Permit to establish the Project consisting of various commercial uses on a relatively large property along one of the City most important commercial corridors. Specifically, the proposed Project will comply with the Code's provisions as follows:

- Existing and proposed improvements within the site will be developed in accordance with the purpose and standards of the General Commercial zoning district. A variety of commercial uses are proposed and parking will be provided based on the Project's parking demand. Landscaping will be provided at a rate above that required by the Municipal Code.
- A variety of commercial uses will be allowed, but limitations and prohibitions will be placed on certain uses to ensure that the Project complies with the intent and purpose of the Code.
- The Project and future improvements to the site will be consistent with the Sepulveda Boulevard Development Guide development criteria.

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- Conditions of approval will ensure consistency with Municipal Code Section 10.16, which provides that the General Commercial zone shall be developed with general commercial uses.

Overall, the Project proposes to establish a mix of commercial uses on an unoccupied and underutilized site along the City's largest commercial corridor, which is consistent with the City's General Plan and with the Title 10 of the City's Municipal Code. Furthermore the Project uses and design have been developed and designed to be consistent with the City's Code requirements and the Sepulveda Boulevard Design Guidelines.

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

The Project's proposed development and mix of uses have been developed and designed to be consistent with the City's Code requirements, the Sepulveda Boulevard Design Guidelines, and the Goals and Policies of the General Plan. Extensive research and analysis has been undertaken to ensure that the Project's design and operations will not adversely impact nearby properties, particularly relating to traffic, parking, noise, vibration, odors, personal safety, aesthetics, and to further ensure that the Project does not create demands exceeding the capacity of public services and facilities. Specifically, the following has been found in regards to the proposed Project:

- The Project will not result in adverse impacts to nearby properties because the Project, as conditioned herein, will be sensitive to nearby properties with respect to aesthetic design, site planning, building layout, trash handling and parking design.
- The conditions of approval related to traffic, parking, noise, security, landscaping, lighting, signage, utilities, and other provisions will ensure that the Project will not adversely impact nearby properties.
- The Project will not be adversely impacted by nearby properties, as the surrounding land uses are commercial and residential, and are therefore compatible with the Project's commercial uses.
- Proposed lighting will produce minimal off-site illumination onto nearby properties, while still accomplishing the goals of enhancing security, pedestrian and vehicular path of travel, and parking space illumination. Lighting also will be screened by vegetation, oblique orientation of buildings, light standards, LED

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fixtures with shielding and direct (not dispersed) lighting patterns, as well as screening by the Project's proposed buildings. As designed, the light intensity is anticipated to be reduced between 60 and 70 percent from the automobile facility uses. Further, Project lighting is consistent with the Code standards which regulate lighting. Thus, the Project will not adversely impact, nor be adversely impacted by, nearby properties.

The overall Project has been formulated and designed based on the City's Code requirements, the Sepulveda Boulevard Design Guidelines, and the Goals and Policies of the General Plan. The Project's proposed uses and operations have been analyzed to determine whether the Project will result in any potential impacts to the community and the environment in the Initial Study/Mitigated Negative Declaration ("IS/MND"), which has concluded that the Project does not have the potential to cause any significant impacts. Any potential impacts to the community can and have been mitigated to a level of less than significant. Extensive research and analysis has been undertaken to ensure that the Project's design and operations will not adversely impact nearby properties, particularly relating to traffic, parking, noise, vibration, odors, personal safety, aesthetics, and to ensure that the Project does not create demands exceeding the capacity of public services and facilities. Therefore it has been determined that the proposed Project will not impact or cause adverse impacts to nearby properties.

B. Use Permit Findings to allow and Eating & Drinking Establishment Use

These finding are made in support of a Use Permit approval to allow an Eating and Drinking Establishment type use associated with Gelson's Market's, with incidental prepared food offerings and seating areas. MBMC § 10.16.020 and § 10.84.

1. *The proposed location of the use is in accord with the objectives of this title and the purposes of the district in which the site is located;*

The Project is located within the General Commercial zone and in Area District 1 along the Sepulveda Boulevard commercial corridor. In general, the purpose of the General Commercial zone is to "provide opportunities for the full range of retail and service businesses deemed suitable for location in Manhattan Beach;" Eating and Drinking Establishments are permitted pursuant to a Use Permit approval. MBMC §§ 10.16.010, 10.16.020. As is customary for modern grocery stores and markets, the Project proposes to include a full-service deli with prepared cold and cooked food options, a soup and salad bar, and incidental prepared food and seating areas. In addition, as part of Gelson's

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specialty food and beverage options, the market will have an incidental wine and tapas bar area where beer and wine may be purchased and consumed on-site subject to a Type 41 License.

More specifically, the proposed Gelson's Market will be approximately 27,900 square feet in size. Within this total, an approximately 145 square foot prepared food service seating area would be provided indoors, while an additional approximately 503 square foot seating area would also be available outdoors. The request to incorporate an incidental Eating and Drinking Establishment use to allow on-site preparation, display, and indoor and outdoor seating areas in conjunction with Gelson's specialty market offerings is consistent with the intent of the General Commercial zoning designation and is appropriate for the Sepulveda Boulevard commercial corridor.

2. *The proposed location of the use and the proposed conditions under which it would be operated or maintained will be consistent with the General Plan; will not be detrimental to the public health, safety or welfare of persons residing or working in or adjacent to the neighborhood of such use; and will not be detrimental to properties or improvements in the vicinity or to the general welfare of the city;*

The Project is located in the General Commercial land use designation within the Sepulveda Boulevard commercial corridor. The intent of the General Commercial land use designation is to provide "opportunities for a broad range of retail and service commercial and professional office uses intended to meet the needs of local residents and businesses and to provide goods and services for the regional market." (General Plan: Land Use Element, 2003, p. 20.) The Project proposes to establish a Gelson's Market with specialty food and beverage options, including incidental prepared food and seating areas, which is consistent with the intent of the General Commercial land use designation and is appropriate for the Sepulveda Boulevard commercial corridor.

The Project will not be detrimental to the public health, safety or welfare of persons residing or working in or adjacent to the neighborhood, and will not be detrimental to properties or improvements in the vicinity or to the general welfare of the city. The Project will provide local and neighborhood services that will be operated in compliance with all local and state regulations. The Gelson's Market anticipates operating from 7:00 a.m. to 10:00 p.m. seven days a week. Loading operations are anticipated to occur Monday through Saturday between 7:00 a.m. to 1:30 p.m., and no deliveries are anticipated to occur on Sunday. These proposed hours of operations, including the incidental Eating & Drinking Establishment Use, are customary for modern grocery stores and markets.

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Furthermore, the City's General Plan establishes certain goals and policies which reflect the expectations and wishes of the City with respect to land uses. The Project is consistent with the following goals and policies:

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.
(General Plan Land Use Element, 2003, p. 31)

The Project proposes to establish commercial uses on an unoccupied and underutilized site along the City's largest commercial corridor. The Project will advance the goals of the General Plan by offering a mix of services within the Project area. In addition the Project will reduce vehicle trips to more distant specialty markets and banks, keeping shoppers and tax revenue in the City of Manhattan Beach.

Goal LU-8: Maintain Sepulveda Boulevard as a regional-serving commercial district.

- 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.
(General Plan Land Use Element, 2003, p. 34)

The Project proposes to establish a modern specialty market that includes an incidental Eating & Drinking Establishment use, which will support the General Plan's goal of establishing a mix of commercial uses that serve a broad market area including local and neighborhood residents, as well as individuals who travel along Sepulveda Boulevard.

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

The Project involves the establishment of an incidental Eating and Drinking use in conjunction with Gelson's Market proposed specialty market. As is customary for modern grocery stores and markets, the Gelson's proposes to include a full-service deli with prepared cold and cooked food options, a soup and salad bar, incidental prepared food, a wine and tapas bar area where beer and wine may be consumed on-site subject to a Type 41 License, and incidental indoor and outdoor seating areas. Furthermore, the

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request will assist in the redevelopment of an unoccupied and underutilized site along the City's largest commercial corridor. As such, the request to incorporate the incidental Eating and Drinking Establishment use in conjunction with Gelson's specialty offerings is consistent with the intent of the General Commercial land use and zoning designations, the City's General Plan and with the Title 10 of the City's Municipal Code, and is appropriate for the Sepulveda Boulevard commercial corridor.

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

The proposed establishment of an Eating and Drinking Establishment use will be incidental to Gelson's Market overall specialty grocery use (Food and Beverage Sales use), which is permitted by right. The approval of the Eating and Drinking Establishment use will not alter the fundamental use, purpose or character of the Gelson's specialty market. The overall Project, including the incorporation of the Eating and Drinking Establishment use, has been formulated and designed based on the City's Code requirements, the Sepulveda Boulevard Design Guidelines, and the Goals and Policies of the General Plan. The IS/MND has analyzed the Project's proposed uses and operations to determine whether the Project will result in any potential impacts to the community and the environment, and has concluded that the Project does not have the potential to cause any significant impacts. Any potential impacts to the community can and have been mitigated to a level of less than significant. Extensive research and analysis has been undertaken to ensure that the Project's design and operations will not adversely impact nearby properties, particularly relating to traffic, parking, noise, vibration, odors, personal safety, aesthetics, and to ensure that the Project does not create demands exceeding the capacity of public services and facilities. It has been determined that the proposed Project will not impact or cause adverse impacts to nearby properties.

C. Use Permit Findings to allow Alcohol Sales incidental to Gelson's Market's operations.

These finding are made in support of a Use Permit to allow Alcohol Sales incidental to the Gelson's specialty food and beverage options subject to Type 21, Type 41 and Type 86 Licenses being issued by the California Alcoholic Beverage Control ("ABC"). MBMC § 10.16.020 (L) and § 10.84.

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- The Type 21 License allows offsale beer, wine, and distilled spirits for off-site consumption.
- The Type 41 License allows onsale beer and wine for on-site consumption in conjunction with a bona-fide public eating place associated with Gelson's incidental Eating and Drinking Establishment type use.
- The Type 86 License allows for authorized alcoholic beverage manufacturers, winegrowers and wholesalers to conduct "Instructional Tasting Event(s)" within the specialty grocery store. Instructional Tasting Events are intended to inform customers over the age of 21 on the subjects of wine, beer, and/or distilled spirits. The Type 86 License allows for on-site consumption of alcohol, but the events are temporary, and the number of samples a customer may have and the quantity of each sample is limited.

Gelson's Market is seeking approval to establish the sale of a full line of alcoholic beverages (beer, wine, and spirits) for off-site consumption for the benefit of grocery shoppers, in order to provide a one-stop shopping option. In addition, Gelson's is requesting onsale beer and wine service in conjunction with the specialty market offerings for the benefit of customers who take advantage of the incidental prepared food and seating areas during their time shopping. Finally, Gelson's Market is also seeking to offer temporary instructional wine and beer tastings within the specialty grocery store to educate customers about specialty and promotional offerings and to assist in their selection of products sold on-site.

1. *The proposed location of the use is in accord with the objectives of this title and the purposes of the district in which the site is located;*

The Project is located within the General Commercial zone and in Area District 1 along the Sepulveda Boulevard commercial corridor. In general, the purpose of the General Commercial zone is to "provide opportunities for the full range of retail and service businesses deemed suitable for location in Manhattan Beach," which allows Alcohol Sales pursuant to a Use Permit approval. MBMC §§ 10.16.010, 10.16.020 (L). Within the City, Use Permits are required for uses that are deemed to have the potential to have unusual site development features or operating characteristics, such that they require special consideration to ensure that they are designed, located, and operated compatibly with uses on adjoining properties and in the surrounding area. As such, the City has determined that a Use Permit is required for all new requests for alcohol licenses. MBMC § 10.16.020 (L). The Applicant has requested approval of a Use Permit to allow the following at the Project's Gelson's Market: (1) the offsale of a full line of alcoholic beverages for off-site consumption (Type 21 License); (2) the onsale of beer and wine for on-site consumption in associated with the incidental specialty market offerings (Type

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41 License); and (3) on-site temporary instructional tastings that are incidental to offsale alcohol sales (Type 86 License).

The Project consists of the establishment of a full service specialty market operated by Gelson's Market and a First Republic Bank, which are consistent with the intent of the General Commercial zone. The request does not encompass a change in classification of use, but rather a request to establish operational characteristics customary to modern grocery and market type uses. As is customary of modern specialty grocery stores, the on- and offsale of alcoholic beverages will be incidental to Gelson's Market proposed grocery and specialty food operations, and will provide the Manhattan Beach community with a local and convenient one-stop grocery shopping experience. It will also accommodate shoppers who typically like to meet all of their grocery and alcoholic beverage shopping needs at one location so that they do not have to drive to multiple locations, which may be located outside the neighborhood or even outside the City. As such, the incidental sale of alcoholic beverages for off-site consumption and associated instructional tastings at the Gelson's Market substantially conforms to the objectives of Title 10 of the Municipal Code and the purposes of the General Commercial zoning district in which the Project site is located. In addition, the incidental sale of beer and wine for on-site consumption in conjunction with the Eating and Drinking Establishment type use are in compliance with the objectives of Title 10 of the Municipal Code and the purposes of the General Commercial zoning district in which the Project site is located.

- 2. The proposed location of the use and the proposed conditions under which it would be operated or maintained will be consistent with the General Plan; will not be detrimental to the public health, safety or welfare of persons residing or working in or adjacent to the neighborhood of such use; and will not be detrimental to properties or improvements in the vicinity or to the general welfare of the city;*

The General Commercial category provides opportunities for a broad range of retail and service commercial and professional office uses intended to meet the needs of local residents and businesses and to provide goods and services for the regional market. (General Plan: Land Use Element, 2003, p. 20) The sale of alcohol for off-site consumption, incidental instructional tastings, and incidental onsale of beer and wine in conjunction with the proposed specialty and prepared food options will not be detrimental to the public health, safety or welfare of persons since these activities will have limited hours, serve a regional customer base, and be insulated from residential and other sensitive uses.

In modern grocery stores and specialty markets, the sale of alcoholic beverages, incidental food and beverage options with beer and wine service, and instructional

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tastings are customary to typical operations. Gelson's Market operates 25 locations in Southern California and has a sterling reputation in the communities that they have served since 1951. The applicant's request will service the needs of the community, including the residents and employees who work in the vicinity of the Project.

The sale of alcoholic beverages is restricted by State law to between the hours of 6:00 a.m. and 2:00 a.m., and Instructional Tasting Events may only be held between the hours of 10:00 a.m. and 9:00 p.m. The offsale of any alcoholic beverages will be further limited by Gelson's operating hours, and will occur between 7:00 a.m. and 10:00 p.m. Per State law, on-site instructional tastings will end at 9:00 p.m. Similarly, the onsale of beer and wine, subject to the Type 41 License, will occur during Gelson's operating hours when prepared food options are available. The request for the on- and offsale of alcoholic beverages and to accommodate occasional instructional tastings at the Gelson's Market will not jeopardize, endanger, or otherwise adversely affect or degrade adjacent properties, the surrounding neighborhood, or the public health, welfare or safety of the community.

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

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.

The Project proposes to establish commercial uses on an unoccupied and underutilized site along the City's largest commercial corridor. The Project will advance the goals of the General Plan by enhancing a mix of services and offerings, including alcoholic beverages, within the Project area. In addition the Project will reduce vehicle trips and help to keep shoppers and tax revenue in the City.

Goal LU 8: Maintain Sepulveda Boulevard as a regional-serving commercial district.

- 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.

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The Project proposes to establish a modern Gelson's Market by partially remodeling an existing building and developing commercial uses on an underutilized site along the City's largest commercial corridor. Gelson's has requested approval to sell a full line of alcoholic beverages (beer, wine, and spirits) for off-site consumption for the benefit of grocery shoppers, in order to provide one-stop shopping. In addition, Gelson's is requesting onsale alcohol service in conjunction with the specialty market offerings for the benefit of customers who wish to take advantage of the incidental prepared food and seating areas during their shopping trips. Finally, Gelson's is also seeking to offer temporary instructing alcohol tastings within the specialty grocery store to educate customers about specialty and promotional offerings and to assist in their selection of products sold on-site. The alcohol sales and instructional tastings will be beneficial for shoppers who typically like to meet all of their grocery and alcoholic beverage shopping needs at one location, minimizing the number of trips to multiple locations to that may be inconveniently located outside their neighborhood. As such, the Project will help to reduce vehicle trips and will keep shoppers and tax revenue in the City. Therefore, the alcohol sales and instructional tastings will support the General Plan's goal of establishing a mix of commercial uses that serve a broad market area including local and neighborhood residents, as well as individuals who travel along Sepulveda Boulevard.

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

The Project involves the establishment of Alcohol Sales in connection with the Project's proposed Gelson's Market operations to allow the following: (1) offsale of a full line of alcoholic beverages for off-site consumption (Type 21 License); (2) the onsale of beer and wine for on-site consumption associated with the incidental specialty market offerings (Type 41 License); and (3) on-site temporary instructional tastings that are incidental to the offsale alcohol sales (Type 86 License). As is customary for modern grocery stores and markets, Gelson's proposes to include the sale of alcohol beverages (beer, wine, and spirits) for off-site consumption, instructional tasting to educate customers about specialty and promotional offerings and to assist in their selection of products sold on-site, a full-service deli with prepared cold and cooked food options, a soup and salad bar, prepared food, a wine and tapas bar area where beer and wine may be purchased for consumption on-site subject to a Type 41 License, and indoor and outdoor seating areas.

The use complies with the provisions of the title by requesting the on- and offsale of alcoholic beverages incidental to Gelson's proposed specialty grocery operations, as is

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customary with modern specialty grocery stores. Gelson's will work with the City and the Police Department regarding conditions they deem necessary to preserve the general welfare of the community, and will abide by any conditions imposed on its conditional use permit. As such, the request for on- and offsale alcohol sales and instructional tastings use approval in conjunction with Gelson's Market full-service and specialty market offerings is consistent with the intent of the General Commercial land use and zoning designations, the Title 10 of the City's Municipal Code, the City's General Plan, and is appropriate for the Sepulveda Boulevard commercial corridor. Furthermore, specific conditions of approval are incorporated into the conditions to ensure safe and responsible sale of alcohol and instructional alcohol tastings.

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

The proposed Use Permit approval will not alter the fundamental use, purpose or character of the proposed Gelson's Market, and the alcohol sales and instructional tastings will be incidental to the specialty market operations, which are permitted by right as a Food and Beverage Sales use. The proposed alcohol sales and instructional tastings will not create any adverse impacts as it is accessory and incidental to the specialty market and grocery sales. The overall Project, including the incorporation of the Alcohol Sales uses, has been formulated and designed based on the City's Code requirements, the Sepulveda Boulevard Design Guidelines, and the Goals and Policies of the General Plan.

Approval of the Use Permit application will not adversely affect or degrade the adjacent properties because of the ancillary nature of the alcoholic beverage sales and instructional tastings. As is common with grocery stores City-wide, the sale of alcoholic beverages is incidental to the store's primary service as a specialty grocery store, distinguishing it from a neighborhood liquor store where it is common for customers to shop for the sole purpose of purchasing alcoholic beverages. These distinguishing characteristics can reduce the potential for unwanted social effects and neighborhood impacts that sometimes occur in connection with the sale of liquor at convenience or liquor stores, including loitering or panhandling. Moreover, loitering, panhandling, and the consumption of alcoholic beverages will be strictly prohibited on the Project property outside the store, which will help protect against any adverse impacts affecting or degrading the adjacent properties.

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The approval of this request will also allow area residents and visitors to purchase alcoholic beverages from a reputable retailer in a safe, secure, and well-lit environment during their regular grocery shopping trips. This increased consumer choice and selection will provide a benefit to the community surrounding the store, and can help reduce vehicle trips by eliminating the need for customers to travel to other stores in distant areas in order to purchase fresh groceries and alcoholic beverages at one location. This will also benefit the surrounding businesses and their employees working near and around the downtown area, which will now have a convenient and safe location to purchase alcoholic beverages for business-related or personal needs at the same time and place they meet their other retail or grocery needs, eliminating the need to travel to distant areas. Ultimately, keeping shoppers in their neighborhoods and will help keep tax dollars in the City.

The proposed sale of alcoholic beverages will be incidental to Gelson's Market overall specialty grocery use (Food and Beverage Sales use), which is permitted by right. The approval of the Alcohol Use Permit will not alter the fundamental use, purpose or character of the Gelson's specialty market. The overall Project, including the alcohol sales, has been formulated and designed based on the City's Code requirements, the Sepulveda Boulevard Design Guidelines, and the Goals and Policies of the General Plan. The IS/MND has analyzed the Project's proposed uses and operations to determine whether the Project will result in any potential impacts to the community and the environment, and has concluded that the Project does not have the potential to cause any significant impacts. Any potential impacts to the community can and have been mitigated to a level of less than significant. Extensive research and analysis has been undertaken to ensure the Project's design and operations will not adversely impact nearby properties, particularly relating to traffic, parking, noise, vibration, odors, personal safety, aesthetics, and to ensure that the Project does not create demands exceeding the capacity of public services and facilities. It has been determined that the proposed Project will not impact or cause adverse impacts to nearby properties.

D. Use Permit Findings to allow a Reduction in Parking

These findings are made in support of a Use Permit to allow Reduced Parking to allow shared parking for the Project's tenants and customers and reduced parking based on the Project's actual parking demand. MBMC §§ 10.64.020, 10.64.050, and 10.84.

Overall, the Project will provide permanent on-site parking spaces on both the Primary Project Site and on the Auxiliary Employee Parking Site. A total of 135 on-site parking

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spaces will be permanently maintained for the Project at all times, including the parking spaces on both the Primary Project Site and the Auxiliary Employee Parking Site. The existing surface parking lot on the Primary Project Site will be reconfigured to provide one hundred nineteen (119) parking spaces, including 5 accessible parking spaces. The Auxiliary Employee Parking Site, which is located within 400 feet of the Primary Project Site and owned by the Applicant, will be redeveloped with sixteen (16) parking spaces, and will be permanently maintained for the Project's employees. Although not required to address Project or employee parking demands, the Applicant has leased additional parking spaces in two off-site parking lots as a "good neighbor" effort. Five spaces have been leased for employee parking use during the weekends at an office building (unoccupied on weekends) located on the west side of Sepulveda at 6th Street, one-half of a block to the south of the Primary Project Site. Twenty more parking spaces have been leased in an off-site parking lot located on the west side of Sepulveda Boulevard at 10th Street two blocks to the north of the Site, and could be available to employees at any time. Finally, the Project will install bicycle racks that will support at least eight bicycles.

A shared parking demand analysis was undertaken to determine the Project's actual parking demand. The findings of the shared parking analysis indicate that the highest estimated weekday shared peak parking demand would be 135 spaces at 5:00 p.m. during the highest estimated weekday shared peak parking demand, and would be 131 spaces at 2:00 p.m. during the highest estimated weekend shared peak parking demand, based on ITE rates and upon a combination of survey data of another similar-sized Gelson's store and Code requirements. Therefore, the Project's proposed 135 parking spaces will support the Project's parking demand, including at peak times. Under both analysis scenarios, either using ITE rates or combination of survey data of another similar-sized Gelson's specialty market and Code requirements, the Project would provide a sufficient number of off-street parking spaces to meet the demand for all site uses.

As the Project is able to provide and permanently maintain on-site parking spaces the meet the Project's parking demands the Applicant is applying for Use Permit to allow Reduced Parking pursuant to Municipal Code Section 10.64.050.

1. *The parking demand will be less than the requirement in the Code's Schedule A or B.*

Permanent on-site parking spaces will be provided on both the Primary Project Site and on the Auxiliary Employee Parking Site. The Project has been designed to contain a total of 135 on-site parking spaces that will be permanently maintained for the Project at all times, which includes the parking spaces on both the Primary Project Site and the Auxiliary Employee Parking Site. The Project's surface parking lot on the Primary

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Project Site will be reconfigured to provide one hundred nineteen (119) parking spaces, including 5 accessible parking spaces. The Auxiliary Employee Parking Site, which is also under the Applicant's ownership, will be redeveloped with sixteen (16) parking spaces that will be permanently maintained for the Project's employees. In addition, the Project will install permanent bicycle racks that will support at least eight bicycles.

In general, the City's parking requirement definitions for land uses in the Code assume that the proposed land uses on the site operate as standalone uses. This constraint requires multiple uses and accessory uses to be calculated as standalone rather than collective or incidental to a primary use, and does not acknowledge the inherent shared parking demand between the primary uses and subsequent secondary uses. As a result, the peak parking demand calculation throughout the day and the total demand calculation for the Project results in a parking requirement that is higher than the actual need of the primary uses and incidental uses shared parking needs.

As is evidenced by the Parking Analysis performed in the Traffic Impact Study prepared by KOA Corporation (July 2016), the Project's actual parking demand would be 135 spaces at 5:00 p.m. during the highest estimated weekday shared peak parking demand, and would be 131 spaces at 2:00 p.m. during the highest estimated weekend shared peak parking demand. By analyzing either the ITE rates or City Code parking requirements and existing site survey data, the Project would provide a sufficient number of off-street parking spaces to meet the demand for all site uses. Therefore, the Project's proposed 135 parking spaces will support the Project's parking demand, including at peak times. This means that the Project's parking demand will be much lower than the Code's individual use parking requirements. Based on the evidence and analysis contained with the Project's Parking Analysis, it is evident that the Project's parking demand will be less than the parking requirements set forth in "Schedule A" of the Code at MBMC § 10.64.30.

The Applicant understands that the long term viability of the Project is dependent on providing and maintaining an adequate number of parking spaces to meet the needs of customers and the tenants employees. As such, the Project's design has been refined to maximize the use and intensity of the Project's development potential. The entirety of the Primary Project Site and the Auxiliary Employee Parking Site will be fully developed, including the parking spaces and landscaping, in substantial conformance with the Project's approved development plans. The parking spaces that are being provided on-site, on both the Primary Project Site and on the Auxiliary Employee Parking Site, will be permanently maintained for the life of the project. Changes to the parking lot configuration, including the use, size, location, and number of spaces, will

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require City review and approval prior to any changes being undertaken. Based on these facts, the parking spaces included as part of the Project will be provided and maintained as long as the Project is in operation.

The evidence and analysis contained within the Project's Parking Analysis demonstrate that the Project parking demand will be less than the parking requirements set forth in the Code's "Schedule A" or "Schedule B" at MBMC § 10.64.30. As such the adequacy of the quantity and efficiency of parking provided will equal or exceed the Project's parking demand and the approval of a Use Permit for the Reduced Parking is appropriate.

2. ***The probable long-term occupancy of the building or structure, based on its design, will not generate additional parking demand.***

The Applicant has made a sizable financial investment in the Project site. In addition, a substantial financial investment has been made to develop the Project's development plans, undertake studies to ensure compliance with the City's regulations, and comply with the requirements of the City's entitlement approval process. Finally, additional investment will be undertaken to redevelop the Project sites to establish the proposed Project. As such, both the Project's currently proposed and future tenants have made a commitment to the development and long-term occupancy of the Project site and to the Project's proposed design. The Applicant understands that the long term viability of the Project is dependent on providing and maintaining an adequate number of parking spaces to meet the needs of customers and the tenants employees.

The design and long-term occupancy of the Project's buildings and tenants will not generate additional parking demand. The Project's design has been refined to maximize the use and intensity of the Project's development potential. Modern specialty markets and grocery stores balance the size of the sales area of traditional grocery goods with the size of the incidental prepared food and seating areas. Gelson's Market has been designed with this balance in mind, and the uses will not be expanded without further consideration of any potential impact on parking. Accordingly, the long-term occupancy of the Gelson's Market will not generate additional parking demand.

Similarly, The First Republic Bank building is restricted to 7,000 square feet of gross floor area, and is anticipated to include 316 square feet of mechanical and service area, for a total of 6,648 square feet of buildable floor area. This reflects the maximum area of the Primary Project Site that could be developed with another building in addition to the Gelson's Market. The parking and use associated with First Republic's financial and investment services building could not be re-tenanted without conforming to the parking demanded and shared parking distribution that has been used in the Project's Parking

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Analysis. Further, the First Republic building could not be redesigned or re-tenanted without conforming to or requesting a formal amendment to the Project's approved Master Use Permit and this Use Permit for Reduced Parking. Based on these facts, the long-term occupancy of the First Republic Bank will not generate additional parking demand.

The entirety of the Primary Project Site and the Auxiliary Employee Parking Site will be fully developed, including the parking spaces and landscaping, in substantial conformance with the Project's approved development plans. The parking spaces that are being provided on-site, on both the Primary Project Site and on the Auxiliary Employee Parking Site, will be permanently maintained for the life of the project. Changes to the parking lot configuration, including the use, size, location, and number of spaces, will require City review and approval prior to any changes being undertaken. The Project could not be redesigned and the tenant spaces could not be re-tenanted without conforming to or requesting a formal amendment to the Project's approved Master Use Permit and this Use Permit for Reduced Parking. Based on these facts, the probable long-term occupancy of the buildings and tenant spaces, the Project's design, and the City's approvals, the Project will not generate additional parking demand as long as the Project is in operation. As such, an approval of a Use Permit for the Reduced Parking is appropriate.

Although not required to address Project or employee parking demands, the Applicant has leased additional parking spaces in two off-site parking lots as a "good neighbor" effort. Five spaces have been leased for employee parking use during the weekends at an office building (unoccupied on weekends) located on the west side of Sepulveda at 6th Street, one-half of a block to the south of the Primary Project Site. Twenty more spaces have been leased in an off-site parking lot located on the west side of Sepulveda Boulevard at 10th Street two blocks to the north of the Site, and could be available to employees at any time.

3. ***The proposed location of the use is in accord with the objectives of this title and the purposes of the district in which the site is located;***

The Project is located within the General Commercial zone and in Area District 1 along the Sepulveda Boulevard commercial corridor. In general, the purpose of the General Commercial zone is to "provide opportunities for the full range of retail and service businesses deemed suitable for location in Manhattan Beach," which allows the collective provision of parking for multiple use projects and reduced parking pursuant to a Use Permit approval. MBMC §§ 10.16.010, 10.64.020, 10.64.040, and 10.64.050.

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In general, the City's parking requirement definitions for land uses in the Code assume that the proposed land uses on the site operate as standalone uses. This constraint requires accessory uses to be calculated a standalone rather than incidental to a primary use, and does not acknowledge the inherent shared parking demand between the primary use and subsequent secondary uses. As a result, the peak parking demand throughout the day and the total demand for the project site may be calculated at a rate higher than what may be representative of the actual need of the primary and incidental uses on the site's shared parking needs. Consequently, the peak parking demand and the total demand for the project site may in fact be accommodated with less parking supply than what is otherwise required by the Code.

As is evidenced by the Parking Analysis performed in the Traffic Impact Study, the Project's actual parking demand would be 135 spaces at 5:00 p.m. during the highest estimated weekday shared peak parking demand, and that the highest estimated weekend shared peak parking demand would be 131 spaces at 2:00 p.m. The Project would provide a sufficient number of parking spaces based on the planned off-street parking space supply and a sharing of that supply across all site uses. Therefore, the Project's proposed 135 parking spaces will support the Project's parking demand even during peak times. This means that the Project's parking demand will be less than the parking requirements set forth in the Code's "Schedule A" at MBMC § 10.64.

The evidence and analysis contained with the Project's Parking Analysis demonstrate that the Project's parking demand will be less than the stand-alone parking requirements provided in the Code. As such, subject to approval of the Use Permit, the Project will be in accordance with regards to the objectives of Title 10 of the Municipal Code and the purposes of the General Commercial zoning district in which the Project site is located.

- 4. The proposed location of the use and the proposed conditions under which it would be operated or maintained will be consistent with the General Plan; will not be detrimental to the public health, safety or welfare of persons residing or working in or adjacent to the neighborhood of such use; and will not be detrimental to properties or improvements in the vicinity or to the general welfare of the city;*

The Project is located in the General Commercial land use designation within the Sepulveda Boulevard commercial corridor. The intent of the General Commercial land use designation is to provide "opportunities for a broad range of retail and service commercial and professional office uses intended to meet the needs of local residents and businesses and to provide goods and services for the regional market." (General Plan: Land Use Element, 2003, p. 20.) The Project proposes to establish a Gelson's Market specialty grocery store with incidental hot and cold prepared food offerings and

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incidental seating areas, and a First Republic Bank up to 7,000 square feet in size, which is consistent with the intent of the General Commercial land use designation and is appropriate for the Sepulveda Boulevard commercial corridor.

The Project will not be detrimental to the public health, safety or welfare of persons residing or working in or adjacent to the neighborhood, and will not be detrimental to properties or improvements in the vicinity or to the general welfare of the city. The Project will provide local and neighborhood services that will be operated in compliance with local and state regulations. Further a shared parking demand analysis was undertaken to determine the Project's actual parking demand to ensure compliance with the goals, policies and intent of the General Plan and the City's Municipal Code. The Parking Analysis indicates that the Project's proposed 135 parking spaces will support the Project's parking demand, including at peak times. The Project would provide a sufficient number of parking spaces based on the planned off-street parking space supply and a sharing of that supply across all site uses.

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

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.

(General Plan Land Use Element, 2003, p. 31)

The Project proposes to establish commercial uses on an unoccupied and underutilized site along the City's largest commercial corridor. The Project will advance the goals of the General Plan by offering a mix of services within the Project area. In addition the Project will reduce vehicle trips by eliminating the need for shoppers and visitors to travel to more distant locations for the shopping and banking needs, thereby keeping shoppers and tax revenue in the City of Manhattan Beach.

Goal LU 8: Maintain Sepulveda Boulevard as a regional-serving commercial district.

- 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.

(General Plan Land Use Element, 2003, p. 34)

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The Project proposes to establish local and regional serving commercial services, which supports the General Plan's goal of establishing a mix of commercial uses that serve a broad market area including local and neighborhood residents, as well as individuals who travel along Sepulveda Boulevard.

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.

(General Plan Infrastructure Element, 2003, p. 37)

The Project proposes to establish 135 on-site parking spaces that will be permanently maintained as part of the Project, and that meet the Project's parking demand based on the Parking Analysis that was performed as part of the Project. In addition, the Project is utilizing shared parking among the Project's proposed uses based on the Project's actual parking demand. Loading docks, consistent with City's Code requirements, are provided as part of the Project. They are located at a lower grade and enclosed with walls and a slat door on the southern side of the specialty grocery building to reduce potential impacts to surrounding development. Finally, as conditioned, the Project's construction activities will be monitored and minimized in regards to parking issues. As such, the Project is providing adequate parking and loading facilities that are needed support the Project.

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.

(General Plan Infrastructure Element, 2003, p. 38)

The Project's parking demand has been analyzed and the parking spaces have been established based on the Parking Analysis that was performed as part of the Project. The Project's ingress/egress has been designed so that the primary entrance and exit

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Manhattan Beach Gelson's Market 707 and 801 N. Sepulveda Boulevard, Manhattan Beach, CA 90266

will be from Sepulveda Boulevard. In addition, the Project promotes access to the Site away from street intersections; further, the existing driveway onto 6th Street will be closed to improve traffic flow and reduce the number of vehicles heading west into the residential areas. With regard to parking, the Project proposes to establish a total of 135 on-site parking spaces that will be permanently maintained as part of the project. Of the 135 on-site parking spaces, sixteen of the spaces will be expressly dedicated as parking for employee use on the Auxiliary Employee Parking Site, located just north of the Primary Project Site. Further, the parking spaces on the Auxiliary Employee Parking Lot will be permanently maintained for the Project's use. Notwithstanding the fact that the Project parking analysis has determined that the Project's proposed parking is already in excess of the Project demand, the Applicant has secured additional employee parking spaces within the Project's vicinity. As such, and although not required to address Project or employee parking demands, the applicant has leased an additional 20 parking spaces at an off-site parking lot, two blocks north of the Primary Project Site on the west side of Sepulveda Boulevard at 10th Street to provide extra employee parking, if necessary. In addition, 5 parking spaces have been leased for use over the weekends to provide employee parking, if necessary, at an office building (unoccupied on weekends) located on the west side of Sepulveda at 6th Street, one-half of a block to the south of the Primary Project Site. As such, the Project is designed to protect residential neighborhoods from the adverse impacts of traffic and parking of adjacent non-residential uses.

Goal I 6: Create well-marked pedestrian and bicycle networks that facilitate these modes of circulation.

- Policy I-6.7: Encourage features that accommodate the use of bicycles in the design of new development, as appropriate.
(General Plan Infrastructure Element, 2003, pp. 44-45)

The Project supports the General Plan's goal to create well-marked pedestrian and bicycle networks that facilitate these modes of circulation, by improving pedestrian walkways adjacent to the Project's boundaries and by providing safe and secure bicycle parking stalls. Bicycles are a common form of transportation for commuters, as well as for those going on leisurely rides or trips to the beach. By providing adequate and secure bicycle parking stalls the Project hopes to encourage bicycle trips to the Project site and promote the use of bicycle within the Manhattan Beach community.

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ATTACHMENT B: PROJECT FINDINGS

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

The Project involves the establishment of on-site parking spaces on both the Primary Project Site and on Auxiliary Employee Parking Site based on the Project's actual parking demand, pursuant to the provisions of Section 10.64.050 of the Manhattan Beach Municipal Code. As is evidenced by the Parking Analysis performed in the Traffic Impact Study prepared by KOA Corporation (July 2016), the Project's actual parking demand is 135 spaces during the highest estimated weekday shared peak parking demand, and is 131 spaces during the highest estimated weekend shared peak parking demand. The Project would provide a sufficient number of parking spaces based on the planned off-street parking space supply and a sharing of that supply across all site uses. Therefore, the Project's proposed 135 parking spaces will support the Project's parking demand, including during peak times. This means that the Project's parking demand will be much lower than the parking requirements set forth in "Schedule A" of the Code at MBMC § 10.64.30.

The proposed parking associated with the Project will utilize the shared parking concepts as provided in the Code, based on the evidence and analysis contained within the Project's Parking Analysis. The Code allows this approach pursuant to a Use Permit approval upon consideration of survey data that demonstrates that the proposed parking supply is sufficient to meet the demand of the particular project. Here, because the Project is located within the General Commercial zone and in Area District 1 along the Sepulveda Boulevard commercial corridor, the mixed of uses on Project site meets the intent of the district to "provide opportunities for the full range of retail and service businesses deemed suitable for location in Manhattan Beach." MBMC § 10.16.010. As such, subject to approval of the Use Permit, the Project will be in accordance with regards to the objectives of Title 10 of the Municipal Code and the purposes of the General Commercial zoning district in which the Project site is located.

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

The proposed Use Permit to allow for reduced parking based on established facts related to the Project's actual parking demand will not adversely impact nor be adversely impacted by nearby properties. In general, the City's parking requirement definitions for land uses in the Code assume that the proposed land uses on the site operate as standalone

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uses. This constraint requires accessory uses to be calculated as standalone uses, rather than what they truly are: uses incidental to a primary use. Further, the City's basic parking requirements do not acknowledge the inherent shared parking demand between the primary use and subsequent secondary use(s). As a result, the peak parking demand throughout the day and the total demand for the project site may be calculated at a rate higher than what may be representative of the actual need of the primary and incidental uses on the site's shared parking needs. Consequently, the peak parking demand and the total demand for the project site may in fact be accommodated with less parking supply than what is otherwise required by the Code. For this reason, the Code allows for shared parking and reduced parking via a Use Permit.

As is evidenced by the Parking Analysis, the Project's actual parking demand is 135 spaces during the highest estimated weekday shared peak parking demand, and 131 spaces during the highest estimated weekend shared peak parking demand. The Project would provide a sufficient number of parking spaces based on the planned off-street parking space supply and a sharing of that supply across all site uses. Therefore, the Project's proposed 135 parking spaces will support the Project's parking demand, including during peak times.

The overall Project has been formulated and designed based on the City's Code requirements, the Sepulveda Boulevard Design Guidelines, and the Goals and Policies of the General Plan. The IS/MND has analyzed the Project's proposed uses and operations to determine whether the Project will result in any potential impacts to the community and the environment, and has concluded that the Project does not have the potential to cause any significant impacts. Any potential impacts to the community can and have been mitigated to a level of less than significant. Extensive research and analysis has been undertaken to ensure that the Project's design and operations will not adversely impact nearby properties, particularly relating to traffic, parking, noise, vibration, odors, personal safety, aesthetics, and to ensure that the Project does not create demands exceeding the capacity of public services and facilities. As such, it has been determined that the proposed Project will not impact or cause adverse impacts to nearby properties.



INDUSTRY ADVISORY

Instructional Tasting License for Off-Sale Licensees

Recently enacted legislation (Assembly Bill 605, Statutes 2010, effective January 1, 2011) created sections 23396.6 and 25503.56 of the Business and Professions Code. In addition to providing for a new license, these sections include carefully crafted exceptions to California's three-tier system of alcohol regulation. As such, they are nuanced and contain many detailed provisions, not all of which are specifically addressed in this advisory.

Section 23396.6 provides for a new "instructional tasting license" to be issued to holders of certain, qualified off-sale retail licensed businesses. Off-sale premises where motor vehicle fuel is sold and those with a total of less than 5,000 square feet of interior retail space are *generally* not eligible to apply for the instructional tasting license.

Application procedures for an instructional tasting license will be similar to those currently established for other retail businesses, although some ABC Act provisions (such as those related to numbers limitations within counties and public convenience or necessity) are not applicable. The premises of the instructional tasting license will be recognized as being the same area designated and approved for the accompanying off-sale license, although areas used for instructional tasting events will need to be appropriately separated and posted while events are taking place. Eligible off-sale retailers will be able to apply for the instructional tasting license at the Department's district and branch offices beginning Monday, January 3, 2011, and applications shall be subject to a \$300 original fee and \$261 annual renewal fee. The license has been designated as "Type 86" by the Department.

An application for the Type 86 license should be prepared using forms required for an original retail license (available on the Department's website at www.abc.ca.gov) and submitted, along with all required fees, to the appropriate District Office. As the license is to be issued to an off-sale licensee

“at the premises” of the underlying off-sale license, form ABC-257 will not be required at the time of application. Forms ordinarily required for the purpose of establishing the qualification of a person or entity (ABC-208, ABC-243, ABC-256, ABC-256-LLC, ABC-140) need not be submitted at the time of application for a Type 86 license. However, in cases where such information is deemed necessary for completion of a full licensing investigation, any of the above described forms and any other supporting documents or information may be subsequently requested by District Office licensing staff.

Section 25503.56 authorizes certain, qualified suppliers (i.e.; “authorized licensees”) or their designated agents to conduct “instructional tasting events” at off-sale retail locations holding the instructional tasting licenses, and to provide tastes of alcoholic beverages to consumers under very specific conditions, restrictions and limitations. Some provisions related to supplier participation at instructional tasting events are similar to those for existing “consumer instruction” activities at on-sale premises. However, other supplier allowances and limitations are unique to the Type 86 license.

A unique aspect of the instructional tasting license is that, while it will be applied for and held by a retail licensee, its core privileges require the involvement or participation of a qualified supplier. With that in mind, suppliers and retailers alike should be fully aware of existing tied-house laws that otherwise restrict or limit business relationships between the supply and retail tiers. A supplier shall in no way, directly or indirectly, pay, reimburse, or assist a retail licensee with any efforts associated with obtaining a type 86 license, nor shall instructional tasting events be used to, in any way, circumvent existing tied-house laws. Any payment made by a supplier to or on behalf of a retailer, directly or indirectly, in connection with an instructional tasting event, except as authorized or required for alcoholic beverage products to be used during the tasting event, shall be considered a violation of tied-house laws.

Off-sale retailers interested in applying for instructional tasting licenses and suppliers interested in conducting instructional tasting events should familiarize themselves with all details of the applicable statutes, paying close attention to provisions related to licensee eligibility and operating requirements, restrictions and limitations. The Department believes that it is the responsibility of all participating parties to be fully aware of the detailed provisions set forth in Assembly Bill 605 and to conduct instructional tasting events in full compliance with the ABC Act.

The following addendum to this advisory highlights *some* of the unique aspects and restrictions associated with the Type 86 license and instructional tasting events. The full text of the chaptered bill and detailed legislative analysis is available at www.leginfo.ca.gov.

Addendum (detailing specific provisions set forth in Business and Professions Code sections 23396.6 and 25503.56):

- *Type 86 licenses shall not be issued to off-sale licensees at locations where motor vehicle fuel is sold, unless the licensee operates a fully enclosed off-sale retail area encompassing at least 10,000 square feet, nor to off-sale licensees at locations with a total of less than 5,000 square feet of interior retail space, unless the calendar quarterly gross sales of alcoholic beverages at the licensed location comprise at least 75 percent of the total gross sales of all products sold at the licensed premises. A licenseholder that is issued an instructional tasting license pursuant to this paragraph shall maintain records that separately reflect the gross sales of alcoholic beverages and the gross sales of all other products sold on the licensed premises.*
- *“Authorized licensee” means a winegrower, California winegrower’s agent, beer and wine importer general, beer and wine wholesaler, wine rectifier, distilled spirits manufacturer, distilled spirits manufacturer’s agent, distilled spirits importer, distilled spirits importer general, distilled spirits rectifier, distilled spirits general rectifier, out-of-state distilled spirits shipper’s certificate holder, distilled spirits wholesaler, brandy manufacturer, brandy importer, California brandy wholesaler, beer manufacturer, or an out-of-sate beer manufacturer certificate holder.*
- *“Authorized licensee” shall not include an entity that solely holds a combination of a beer and wine wholesale license and an off-sale beer and wine retail license or holds those licenses solely in combination with any license not listed in this paragraph.*
- *No charge of any sort shall be made for tastings at an instructional tasting event.*
- *A person under 21 years of age shall not serve, or be served, wine, beer, or distilled spirits at the instructional tasting event.*
- *Unless otherwise restricted, an instructional tasting event may only take place between the hours of 10 a.m. and 9 p.m.*
- *The type 86 license shall not authorize any on-sale retail sales to consumers attending the instructional tasting event.*
- *The type 86 licenseholder shall not permit any consumer to leave the instructional tasting area with an open container of alcohol.*

- *A type 86 licenseholder that permits a person under 21 years of age to enter and remain in the instructional tasting event area during an instructional tasting event is guilty of a misdemeanor. Any person under 21 years of age who enters and remains in the instructional tasting area during an instructional tasting event is guilty of a misdemeanor and shall be punished by a fine of not less than \$200.00, no part of which shall be suspended.*
- *At all times during an instructional tasting event, the instructional tasting event area shall be separated from the remainder of the off-sale licensed premises by a wall, rope, cable, cord, chain, fence, or other permanent or temporary barrier. The type 86 licenseholder shall prominently display signage prohibiting persons under 21 years of age from entering the instructional tasting event area.*
- *An instructional tasting event shall be limited to a single type of alcoholic beverage. "Type of alcoholic beverage" means distilled spirits, wine, or beer.*
- *A single tasting of distilled spirits shall not exceed one-fourth of one ounce and a single tasting of wine shall not exceed one ounce. No more than three tastings of distilled spirits or wine shall be provided to any person on any day. The tasting of beer is limited to eight ounces of beer per person per day. The wine, beer, or distilled spirits tasted shall be limited to the products that are authorized to be sold by the holder of the type 86 license under its requisite off-sale license.*
- *No more than one "authorized licensee" or its designated representative may conduct an instructional tasting event that includes the serving of tastes of wine, beer, or distilled spirits at any individual type 86 licensed premises per day.*
- *All tastes shall be served by an employee or the designated representative of the "authorized licensee."*
- *The "authorized licensee" or its designated representative shall either supply the wine or distilled spirits to be tasted during the instructional event or purchase the wine or distilled spirits from the holder of the type 86 at the original invoiced cost.*
- *The "authorized licensee" or its designated representative shall purchase beer to be tasted during the instructional event from the holder of the type 86 at the original invoiced cost.*
- *Any unused wine, beer, or distilled spirits remaining from the tasting shall be removed from the off-sale license licensed premises by the "authorized licensee" or its designated representative.*
- *If the instructional tasting event is conducted by a designated representative, the designated representative shall not be owned, controlled, or employed directly or indirectly by the holder of the type 86 on whose premises the instructional tasting event is held.*

- *A beer and wine wholesaler may conduct an instructional tasting event but shall not serve tastes of beer unless the beer and wine wholesaler also holds a beer manufacturer's license, an out-of-state beer manufacturer's certificate, or more than six distilled spirits wholesaler's licenses.*
- *The holder of the type 86 may conduct an instructional tasting event that includes the serving of tastings only when an "authorized licensee" or its designated representative is unable to conduct an instructional tasting event previously advertised pursuant to Section 25503.56 and scheduled by the authorized licensee or its designated representative, provided the holder of the type 86 supplies the wine, beer, or distilled spirits in the instructional tasting event and provides or pays for a person to serve the wine, beer, or distilled spirits. Instructional tasting events conducted by the holder of the type 86 pursuant to the applicable subdivision of Section 25503.56 are subject to the provisions of Sections 25503.56 and 23396.6.*
- *A holder of a type 86 license that also holds an on-sale beer and wine license, an on-sale beer and wine eating place license, or an on-sale general license shall not allow an "authorized licensee" or its designated representative, to conduct an instructional tasting event on the same day and at the same location as any instructional tasting event held pursuant to subdivision (b) of Section 23386, Section 25503.4, subdivision (c) of Section 25503.5, or Section 25503.55.*
- *A holder of a type 86 license shall not condition the allowance of an instructional tasting event upon the use of a particular designated representative of an "authorized licensee".*
- *An "authorized licensee" or its designated representative, in his or her absolute discretion and with permission of the holder of the type 86 license where the instructional tasting event will be held, may list in an advertisement to the general public the name and address of the type 86 licensee, the names of the alcoholic beverages being featured at the instructional tasting event, and the time, date, and location of, and other information about, the instructional tasting event, provided that BOTH of the following apply:*
 1. *The advertisement does not contain the retail price of the alcoholic beverages.*
 2. *The listing of the type 86 licensee's name and address is the only reference to the type 86 licensee in the advertisement.*

NOTE: Pictures or illustrations of the type 86's licensed premises and laudatory references to the type 86 licensee in these advertisements are not authorized. An "authorized licensee" or its designated representative cannot share in the costs, if any, of the type 86 licensee.

- *A type 86 licensee may advertise an instructional tasting event to the general public. The costs of this advertising shall be borne solely by the type 86 licensee. Permitted advertising includes flyers, newspaper ads, Internet communications, and interior signage.*

- *Except as otherwise provided in the ABC Act or rules of the department, no premium, gift, free goods, or other thing of value shall be given away by an “authorized licensee” or its designated representative in connection with an instructional tasting event that includes tastings of an alcoholic beverage.*
- *The type 86 licensee or the “authorized licensee” or its designated representative are authorized to perform set up and break down of the instructional tasting event area.*
- *The “authorized licensee” or its designated representative may provide, free of charge to the type 86 licensee, the equipment, materials, and utensils as may be required for use in connection with the instructional tasting event.*
- *The type 86 licensee shall not require, or enter into a collusive scheme with an “authorized licensee” or its designated representative to conduct one or more instructional tasting events as a condition of carrying or continuing to carry a brand or brands of the “authorized licensee” or as a condition for display or other merchandising plan which is based on an agreement to provide shelf space.*
- *An “authorized licensee” or its designated representative shall not require any preferential treatment or benefit from, or enter into a collusive scheme with, a holder of a type 86 license as a condition of conducting one or more instructional tasting events, require to carry or continue to carry a brand or brands of the “authorized licensee” as a condition of conducting one or more instructional tasting events, or condition display or other merchandising plans that are based on agreements for the provision of shelf space on the conducting of one or more instructional tasting events.*
- *Any agreement, whether written or oral, entered into by and between a type 86 licensee and an “authorized licensee” or its designated representative that precludes the conducting of instructional tasting events on the licensee’s type 86 premises by any other “authorized licensee” is prohibited.*
- *A type 86 licenseholder or “authorized licensee” or its designated representative, shall not use an instructional tasting event to circumvent any other requirement in the ABC Act.*

**City of Manhattan Beach
Citywide List of Restaurants and Bars with On-Sale Alcohol Service**

**ATTACHMENT D
PC MTG 2-8-17**

	Establishment	Address	Approved Hours of Operation	Approved Alcohol Hours	Alcohol License	Resolution Nos. & Dates	Entertainment
1	2nd Half Sports Grill	516 N. Sepulveda Blvd.	11am-2am, Daily	11am-2am, Daily	Full Liquor	90-04 01/23/90	Pool Tournaments
2	900 Manhattan Club/Downstairs	900 Manhattan Ave.	9am to 12am Sunday 11am-12 am, Mon-Thu 11am-1 am, Fri 9am-1am, Sat	9am to 12am Sunday 11am-12 am, Mon-Thu 11am-1 am, Fri 9am-1am, Sat-Sun	Full Liquor	CC Reso. 5155 04/04/95	Live allowed on 2nd floor Dancing allowed on Fri/Sat nights
3	Arthur J	903 Manhattan Ave.	11am-12am, Sun-Thu 11am-2am, Fri-Sat	11am-12am, Sun-Thu 11am-2am, Fri-Sat	Full Liquor	CC Reso. 4108 01/03/84	No Limit
4	Beach Pizza	3301 Highland Ave.	11am-12am, Sun-Thu 11am-1am, Fri-Sat	11am-12am, Sun-Thu 11am-1am, Fri-Sat	Beer & Wine	84-31 07/24/84	None
5	Belamar Hotel	3501 N. Sepulveda Blvd.	Garden Room & Outdoor Patios: 9am-10pm, Sun-Thu 9am-11pm, Fri-Sat No Other Limits Specified	Not Specified	Full Liquor	91-08 04/23/91	None
6	Big Wok	350 N. Sepulveda Blvd	11:30am-10pm, Daily	11:30am-10pm, Daily	Beer & Wine	CC 5617 11/07/00	
7	Brewco	124 Manhattan Beach Blvd.	7am-12am, Sun-Thu 7am-1am, Fri-Sat	7am-12am, Sun-Thu 7am-1am, Fri-Sat	Full Liquor	09-01 01/14/09	None
8	Brickworks Roasthouse & Grill	3212 N. Sepulveda Blvd.	6am-2am, Daily	6am-2am, Daily	Full Liquor	01-27 12/12/01	None
9	Bristol Farms	1570 Rosecrans Ave. Suite H	7am-10pm, Daily	7am-10pm, Daily 11am-9pm, On-Site Tasting	Beer & Wine & Off Sale General	PC 15-04 06/24/15 90-29 10/10/90	None
10	CA Pizza Kitchen	3280 N. Sepulveda Blvd.	6am-2am, Daily	6am-2am, Daily	Full Liquor	01-27 12/12/01	None
11	Century Club	304 12th Street	10am-12am, Sun-Thu 10am-1am, Fri-Sat	10am-12am, Sun-Thu 10am-1am, Fri-Sat	Full Liquor	87-36 12/08/87	Live Entertainment & Dancing
12	Chili's	2622 N. Sepulveda Blvd.	6am-2am, Daily	6am-2am, Daily	Full Liquor	01-27 12/12/01	None
13	China Grill	3282 N. Sepulveda Blvd.	6am-2am, Daily	6am-2am, Daily	Beer & Wine	01-27 12/12/01	None
14	Cocos	2620 N. Sepulveda Blvd.	6am-2am, Daily	6am-2am, Daily	Full Liquor	01-27 12/12/01	None
15	Nikau Kai	1140 Highland Ave.	6am-10pm, Sun-Thu 6am-11pm, Fri-Sat	6am-10pm, Sun-Thu 6am-11pm, Fri-Sat	Beer & Wine	02-14 05/08/02	None
16	Darren's Restaurant	1141 Manhattan Ave.	11am-11pm, Sun-Thu 6am-12am, Fri-Sat	11am-11pm, Sun-Thu 6am-12am, Fri-Sat	Full Liquor	02-28 08/28/02	None

**City of Manhattan Beach
Citywide List of Restaurants and Bars with On-Sale Alcohol Service**

	Establishment	Address	Approved Hours of Operation	Approved Alcohol Hours	Alcohol License	Resolution Nos. & Dates	Entertainment
17	El Gringo	921 N. Sepulveda Blvd.	No Resolution	No Resolution	Beer & Wine	No Resolution	
18	El Sombrero	1005 Manhattan Ave.	7am-11pm, Sun-Thu 7am-12am, Fri-Sat	7am-11pm, Sun-Thu 7am-12am, Fri-Sat	Beer & Wine	07-09 06/25/07	None
19	El Sombrero #2	1157 Artesia Blvd. Suite B	11am-10pm, Daily	11am-10pm, Daily	Beer & Wine	84-30 06/26/84	None
20	El Tarasco	350 N. Sepulveda Blvd. #2	10am-11pm, Daily	10am-11pm, Daily	Beer & Wine	05-03 01/26/05	None
21	El Torito	600 S. Sepulveda Blvd.	11am-12am, Daily	11am-12am, Daily	Full Liquor	94-33 11/09/94	None
22	Ercoles	1101 Manhattan Ave.	11am-2am, Daily	11am-2am, Daily	Full Liquor	85-32 11/12/85	None
23	FishBar	3801 Highland Ave.	9am-2am, Daily	9am-2am, Daily	Full Liquor	89-50 12/19/89	None
24	Fishing with Dynamite	1148 Manhattan Ave.	7am-11pm, Sun-Wed 7am-12am, Thu-Sat	7am-11pm, Sun-Wed 7am-12am, Thu-Sat	Full Liquor	01-24 11/28/01	None
25	Fonzs	1017 Manhattan Ave.	9am-9pm, Sun 5:30am-10pm, Mon-Thu 5:30am-11pm, Fri-Sat	9am-9pm, Sun 5:30am-10pm, Mon-Thu 5:30am-11pm, Fri-Sat	Full Liquor	01-04 02/14/01	None
26	Four Daughters	3505 Highland Ave.	Unspecified opening time, Closes by 2am	6am-2am, ABC	Beer & Wine	82-32 10/12/82	None
27	Fusion Sushi	1150 Morningside Dr.	9am-11pm, Sun-Wed 7am-12am, Thu-Sat	9am-11pm, Sun-Wed 7am-12am, Thu-Sat	Beer & Wine	05-05 03/23/05	Entertainment/Dancing for Private Parties In Banquet Room Only Thu-Sat
28	Grunions	1501 Sepulveda Blvd.	No Resolution	No Resolution	Full Liquor	No Resolution	
29	Hennesseys	313 Manhattan Beach Blvd.	11am-2am, Daily No Outdoor Dining After 10pm When Entertainment Performs	11am-2am, Daily	Full Liquor	83-18 04/26/83	Live entertainment til 1:30am, Mon-Sun
30	Houston's Restaurant	1550 Rosecrans Ave.	6am-12am, Daily	6am-12am, Daily	Full Liquor	90-19 07/25/90	None
31	Il Fornaio	1800 Rosecrans Ave. Unit F	6am-2am, Daily	6am-2am, Daily	Full Liquor	98-25 08/12/98	None
32	India's Tandoori	916 N. Sepulveda Blvd.	11am-9pm, Mon-Thu 11am-11pm, Fri 8am-11pm, Sat 8am-8pm, Sun	11am-9pm, Mon-Thu 11am-11pm, Fri 8am-11pm, Sat 8am-8pm, Sun	Beer & Wine	00-38 12/13/00	None
33	Islands	3200 N. Sepulveda Blvd.	6am-2am, Daily	6am-2am, Daily	Full Liquor	01-27 12/12/01	None

**City of Manhattan Beach
Citywide List of Restaurants and Bars with On-Sale Alcohol Service**

	Establishment	Address	Approved Hours of Operation	Approved Alcohol Hours	Alcohol License	Resolution Nos. & Dates	Entertainment
34	Izaka-Ya	1133 Highland Ave.	11:00am-11:00pm, Sun-Wed 11:00am-12am, Thu-Sat	11:00am-11:00pm, Sun-Wed 11:00am-12am, Thu-Sat	Beer & Wine	10-04 07/14/10	None
35	Joey's Smokin BBQ	3564 N. Sepulveda Blvd.	6am-2am, Daily	6am-2am, Daily	Beer	01-27 12/12/01	None
36	Katsu	302 Rosecrans Ave.	5pm-11pm, Sun-Thu 5pm-12am, Sat-Sun	5pm-11pm, Sun-Thu 5pm-12am, Sat-Sun	Beer & Wine	02-11 03/27/02	None
37	Kettle	1138 Highland Ave.	24 Hours Daily	11am-1am	Beer & Wine	83-06 01/11/83	None
38	Le Pain Quotidien	451 Manhattan Beach Blvd.	7am-7:30pm, Daily	10am-7:30pm, Daily	Limited Selection of Beer & Wine	CC 5770 07/16/02 08-08 05/14/08	2 Unamplified Entertainers Background Music Class I Entertainment Permit Required for More
39	Lido Di Manhattan Beach	1550 Rosecrans Ave. Suite G	6am-2am, Daily	6am-2am, Daily	Full Liquor	90-30 10/10/90	None
40	Little Sister	1131 Manhattan Ave.	6am-11pm, Sun-Thu 6am-12am, Fri-Sat	6am-11pm, Sun-Thu 6am-12am, Fri-Sat	Beer & Wine	CC Reso. 5175 06/20/95	None
41	Love and Salt	317 Manhattan Beach Blvd.	9am-1am, Daily	9am-1am, Daily	Full Liquor & Caterer's	94-20 07/13/94	2 entertainers til 1am Fri, Sat & 12am Sun
42	Mama D's	1125 A Manhattan Ave.	6am-11pm, Sun-Thu 6am-1am, Fri-Sat	6am-11pm, Sun-Thu 6am-1am, Fri-Sat	Beer & Wine	CC Reso. 5175 06/20/95	None
43	Mangiamo	128 Manhattan Beach Blvd.	11am-12am, Mon-Sat 8am-12am, Sun	11am-12am, Mon-Sat 8am-12am, Sun	Full Liquor	83-28 06/14/83	Maximum 3 musicians, nonamplified
44	Manhattan House	1019 Manhattan Beach Blvd.	11:30am-3pm, Mon-Fri 5pm-12am, Sun-Thu 5pm-1am, Fri-Sat	11:30am-3pm, Mon-Fri 5pm-12am, Sun-Thu 5pm-1am, Fri-Sat	Full Liquor	83-43 08/09/83	None
45	Manhattan Pizzeria	133 Manhattan Beach Blvd.	6am-2am, Daily	6am-2am, Daily	Beer & Wine	CC Reso. 5175 06/20/95 86-38 12/09/86	None
46	Marine Street Café	2201 Highland Ave.	6am-10:30pm, Daily Patio Dining Stops @ 9pm, Sun-Thu	6am-10:30pm, Daily Patio Dining Stops @ 9pm, Sun-Thu	Beer & Wine	03-10 5/14/03	None
47	MB Post	1142 Manhattan Ave.	11am-11pm, Mon-Wed 11am-12am, Thu-Fri 7am-12am, Sat 7am-11pm, Sun	11am-11pm, Mon-Wed 11am-12am, Thu-Fri 7am-12am, Sat 7am-11pm, Sun No Alcohol on Patio After 10pm	Full Liquor	CC 5513 10/19/99	"Kids Night" Monday 5pm-7pm

**City of Manhattan Beach
Citywide List of Restaurants and Bars with On-Sale Alcohol Service**

	Establishment	Address	Approved Hours of Operation	Approved Alcohol Hours	Alcohol License	Resolution Nos. & Dates	Entertainment
48	North End Café	3421 Highland Ave	7am-10pm, Sun-Thu 7am-11pm, Fri-Sat	7am-10pm, Sun-Thu 7am-11pm, Fri-Sat	Beer & Wine	10-06 8/25/10	None
49	OB's Bar & Grill	3610 Highland Ave.	8am-2am, Daily	8am-2am, Daily	Full Liquor & Caterers	92-22 10/20/92	Live entertainment 8pm-1am Thu-Sat; 3pm-9pm Sun/Holidays No dancing
50	Old Venice	1001 Manhattan Ave.	7am-11pm, Sun-Thu 7am-12am, Fri-Sat	7am-11pm, Sun-Thu 7am-12am, Fri-Sat	Beer & Wine	07-09 06/25/07	None
51	Olive Garden	2610 Sepulveda Blvd.	6am-2am, Daily	6am-2am, Daily	Full Liquor	01-27 12/12/01	None
52	O-Sho	913 N. Sepulveda Blvd.	No Resolution	No Resolution	Beer & Wine	No Resolution	
53	Pachanga Grill	1590 Rosecrans Ave Suite E	7am - 11pm, Sun-Thu 7am - 12am, Fri-Sat	7am - 11pm, Sun-Thu 7am - 12am, Fri-Sat	Beer & Wine	91-18 7/24/91	None
54	Pancho's	3615 Highland Ave.	Unspecified Opening Time 2am (Rest, Bar, Lounge) 9pm (Deck & Patio)	6am-2am, ABC	Full Liquor	76-10 02/10/76	2 Musicians
55	Petro's	451 Manhattan Beach Blvd Suite B-110	6am-12 am, Sun-Thu 6am-1am, Fri-Sat	6am-11:30pm, Sun-Thu 6am-12:30am, Fri-Sat	Full Liquor	06-20 12/13/06 CC 5770 07/16/02	2 Unamplified Entertainers Background Music Class I Entertainment Permit Required for More
56	Pitfire Pizza	401 Manhattan Beach Blvd.	7am-11pm, Daily	7am-11pm, Daily	Beer & Wine	05-05 03/23/05	None
57	Residence Inn	1700 N. Sepulveda Blvd.	No Limits Specified	4pm-9pm, Daily Hospitality Service	Beer & Wine	90-24 09/19/90	None
58	Rice	820 Manhattan Ave.	7am-10:30pm, Sun-Thu 7am-11:30pm, Fri-Sat	7am-10:30pm, Sun-Thu 7am-11:30pm, Fri-Sat	Beer & Wine	89-23 06/27/89	Nonamplified live music
59	Rock N Fish	120 Manhattan Beach Blvd.	7am-12am, Sun-Thu 7am-1am, Fri-Sat	7am-12am, Sun-Thu 7am-1am, Fri-Sat	Full Liquor	99-04 02/10/99	None
60	Rockefeller	1209 Highland Ave.	7am-11pm, Sun-Thu 7am-12am, Fri-Sat	7am-11pm, Sun-Thu 7am-12am, Fri-Sat	Beer & Wine	07-04 05/09/07	None
61	Rubios Baja Grill	2000 Sepulveda Blvd.	No Limits Specified	Must Be In Conjunction w/ Food Service at All Hours	Beer & Wine	08-05 04/09/08	4 Video Games
62	The Rice Teriyaki and Sushi	1570 Rosecrans Ave. Suite P	6am-12am, Daily	6am-12am, Daily	Beer & Wine	04-12 06/14/04	None
63	Sesame Moe's	2640 N. Sepulveda Blvd.	6am-2am, Daily	6am-2am, Daily	Beer & Wine	01-27 12/12/01	None

**City of Manhattan Beach
Citywide List of Restaurants and Bars with On-Sale Alcohol Service**

	Establishment	Address	Approved Hours of Operation	Approved Alcohol Hours	Alcohol License	Resolution Nos. & Dates	Entertainment
64	Shade Hotel	1221 Valley Drive	Zinc Lobby Bar & Zinc Terrace: 11pm Daily Interior Courtyard (for Special Events Only) 11pm, Sun-Thurs 12am, Fri-Sat Rooftop Deck, 10pm Daily	Zinc Lobby Bar & Zinc Terrace: 11pm Daily Interior Courtyard (for Special Events Only) 10:30pm, Sun-Thurs 11:30pm, Fri-Sat Rooftop Deck, 9pm Daily	Full Liquor	05-08 05/25/05 CC 5770 07/16/02 (CC 6275 07/09/10 Expired)	2 Unamplified Entertainers Background Music Class I Entertainment Permit Required for More
65	Sharkeez	3600 Highland Ave.	No Limits Specified	6am-2am, ABC	Full Liquor	89-19 05/23/89	No more than 5 musicians. Live entertainment must stop by 1am
66	Sharks Cove	309 Manhattan Beach Blvd.	7am-2am, Daily	7am-2am, Daily	Full Liquor	03-24 12/10/03	3 nonamplified muscians, no later than 12am
67	Shellback	116 Manhattan Beach Blvd.	No Resolution	No Resolution	Full Liquor	No Resolution	
68	Simmzy's	229 Manhattan Beach Blvd.	6am - 11pm, Mon-Thu 6am-12am, Fri-Sat	6am - 11pm, Mon-Thu 6am-12am, Fri-Sat	Beer & Wine	03-20 01/22/03	None
69	Sion's	235 S. Sepulveda Blvd.	7am-10pm, Mon-Sun	7am-10pm, Mon-Sun	Beer & Wine	CC 4338 07/01/86	None
70	Sloopy's Beach Café	3416 Highland Ave.	Unspecified opening time, Closes by 9 pm	Unspecified opening time, Closes by 9 pm	Beer & Wine	83-14 03/22/83	None
71	Summers	3770 Highland Ave.	Unspecified opening time, Closes by 2am	6am-2am, ABC	Full Liquor	82-25 08/24/82	None
72	Thai Dishes	1015 N. Sepulveda Blvd.	11am-10:30pm, Daily	11am-10:30pm, Daily	Beer & Wine	89-03 01/24/89	None
73	The Bridge	926 N. Sepulveda Blvd.	Unspecified opening time, Closed by 12am, Sun-Thu Closed by 1am, Fri-Sat	Unspecified Start Time, End by 12am, Sun-Thu End by 1am, Fri-Sat	Full Liquor	84-43 09/25/84	None
74	The Castle	2401 Sepulveda Blvd.	Unspecified opening time, Closes by 2am	6am-2am, ABC	Full Liquor	80-12 06/22/80	None
75	The Hanger Inn	1001 S. Aviation Blvd.	No Resolution	No Resolution	Beer	No Resolution	
76	The Local Yolk	3414 Highland Ave.	6am-12am, Daily 6am-11pm Outdoor Dining	6am-12am, Daily 6am-11pm Outdoor Dining	Beer & Wine	02-26 08/14/02	None
77	The Strand House	117 Manhattan Beach Blvd.	10am-12am, Mon-Thu 10am-1am, Fri 8am-1am, Sat 8am-12am, Sun	10am-12am, Mon-Thu 10am-1am, Fri 8am-1am, Sat 8am-12am, Sun	Full Liquor	CC Reso. 6304 04/19/11 PC 11-02 02/23/11	Live Entertainment & Dancing Fri-Sat, till 1am Thu & Sun, till 11:30pm

**City of Manhattan Beach
Citywide List of Restaurants and Bars with On-Sale Alcohol Service**

	Establishment	Address	Approved Hours of Operation	Approved Alcohol Hours	Alcohol License	Resolution Nos. & Dates	Entertainment
78	Tin Roof Bistro	3500 N. Sepulveda Blvd. Ste. 100	11am-12am, Daily	11am-12am, Daily	Full Liquor	CC 01/06/09 Minute Action 08-15 11/12/08 01-27 12/12/01	None
79	Tin Roof Bistro (Private Dining Area)	3500 N. Sepulveda Blvd. Ste. 120	8am-12am, Daily	8am-12am, Daily	Beer & Wine	12-02 02/08/12	None
80	Union Pizza Company	1570 Rosecrans Ave. Suite K	9am-12am, Daily	9am-12am, Daily	Beer & Wine	91-04 03/13/91	None
81	Brooklyn Brick Pizza	500 S. Sepulveda Blvd	6am-10pm, Sun-Thu 6am-12am, Fri-Sat	6am-10pm, Sun-Thu 6am-12am, Fri-Sat	Beer & Wine	95-20 07/12/95	None
82	Nick's Manhattan Beach	451 Manhattan Beach Blvd Suite D-126 1200 Morningside	6am-11pm, Sun-Thu 6am-12am, Fri-Sat	6am-10:30pm, Sun-Thu 6am-11:30pm, Fri-Sat	Full Liquor	CC 5770 07/16/02	2 Unamplified Entertainers Background Music Class I Entertainment Permit Required for More
83	Verandas	401 Rosecrans Ave.	7am-12am, Daily	7am-12am, Daily	Full Liquor	99-15 05/26/99	Entertainment/Dancing subject to permit
84	Under Construction	1000 N. Sepulveda Blvd.	7am-10pm, Daily	7am-10pm, Daily	Full Liquor	86-25 09/09/86	None
85	Wahoo's	1129 Manhattan Ave.	6am-11pm, Sun-Thu 6am-12am, Fri-Sat	6am-11pm, Sun-Thu 6am-12am, Fri-Sat	Beer & Wine	CC Reso. 5312 02/18/97	None

Gelson's

MANHATTAN BEACH, CA



CORPORATE OFFICE: 2413 AMSLER ST. TORRANCE, CA 90505
T 310.538.5538 F 310.538.8505
LOS ANGELES ORANGE COUNTY RIVERSIDE

ATTACHMENT E
PC MTG 2-8-17



NOTES:
FIELD VERIFY ALL DIMENSIONS PRIOR TO MANUFACTURING

A INTERNALLY ILLUMINATED PYLON SIGN
SCALE: 3/16" = 1' - 0"

SPECIFICATIONS:

- ① MAIN BODY IS ALUMINUM OVER STEEL FRAME CONSTRUCTION.
- ② CABINET IS ALUMINUM OVER STEEL FRAME CONSTRUCTION, INTERNALLY ILLUMINATED w/ WHITE LEDS. PAN FACES ARE ROUTED ALUM. WITH 1/2" (3/4" NET) CLEAR ACRYLIC PUSH THRU. "GELSONS": 2ND SURFACE #3630-20 WHITE AND 1ST SURFACE #3630-49 BURGUNDY VINYL OVERLAYS.
- ③ FABRICATED WOOD DECORATIVE TUBES
- ④ 2 x 2 x .125 6063 ALUMINUM SQ. TUBE VERTICALS (CAP EXPOSED ENDS GRIND SMOOTH)
- ⑤ CONCRETE PAD / FOOTING
- ⑥ 1 x 1 ALUMINUM REVEAL
- ⑦ BASE IS ALUMINUM OVER STEEL FRAME CONSTRUCTION

A

COLOR LEGEND:

- P1 SHERWIN WILLIAMS SW7011 "NATURAL CHOICE" (TEXCOTE FINISH)
- P2 SHERWIN WILLIAMS SW7642 "PAVESTONE" (TEXCOTE FINISH)
- P3 NATURAL CONCRETE, SMOOTH FINISH
- P4 SHERWIN WILLIAMS SW7006 "EXTRA WHITE" (SATIN FINISH)
- P5 IPE WOOD SIDING

Wesco Signs accepts no responsibility for typographical errors, spelling mistakes, or incorrect information on any project committed to print or production. It is the "Client" responsibility to proof read and approve all final copy before the production of artwork.

Total Sign Area 104.5 Sq. Ft. per Side x (2) Sides = 209 Sq. Ft.
209 x (2) = 418.00 Total (Penalty measurement)



2413 Amsler Street, Torrance, CA 90505
Phone: 310.538.5538 / Fax: 310.538.8505
www.wescosigns.com

Gelsons Market

707 N. Sepulveda Blvd
Manhattan Beach, CA
90266

Date: 11-06-15

Salesperson: John S.

Coordinator: Monique R.

Designer: Mauricio H.

Scale: As Noted

Revisions

Revision Note	Revision Note
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CUSTOMER APPROVAL

Customer Signature _____ Date _____

LANDLORD APPROVAL

Landlord Signature _____ Date _____

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Drawing Number: 00-00000

Work Order Number: 00000

Sheet: Of:

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Sign Proposal



Actual Condition



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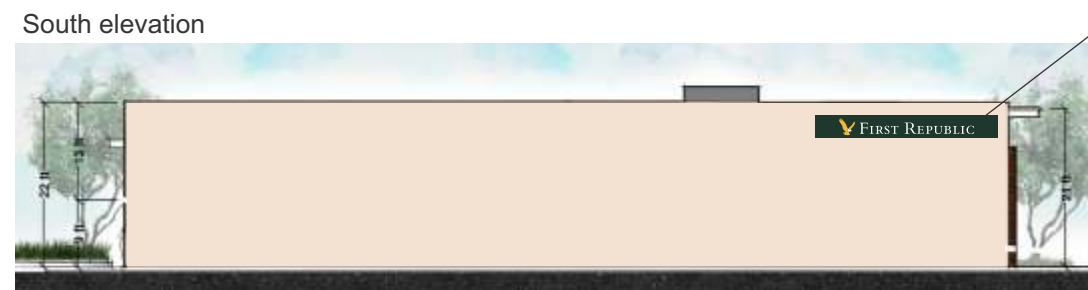
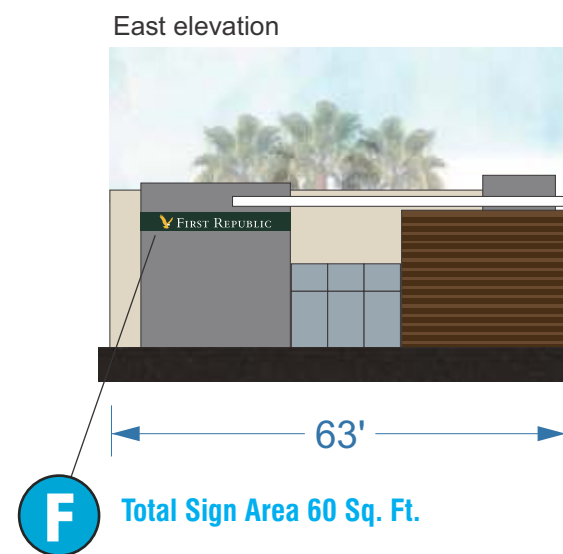
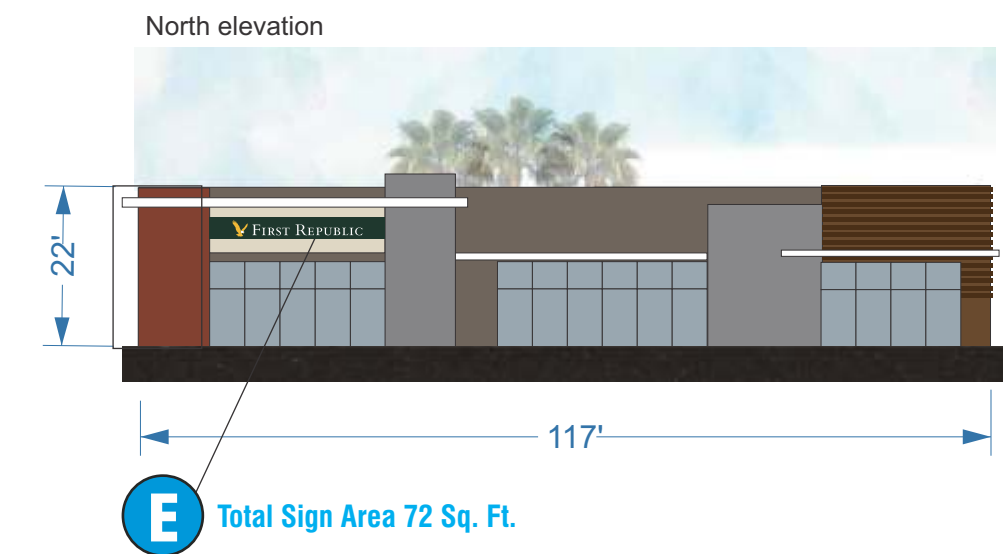
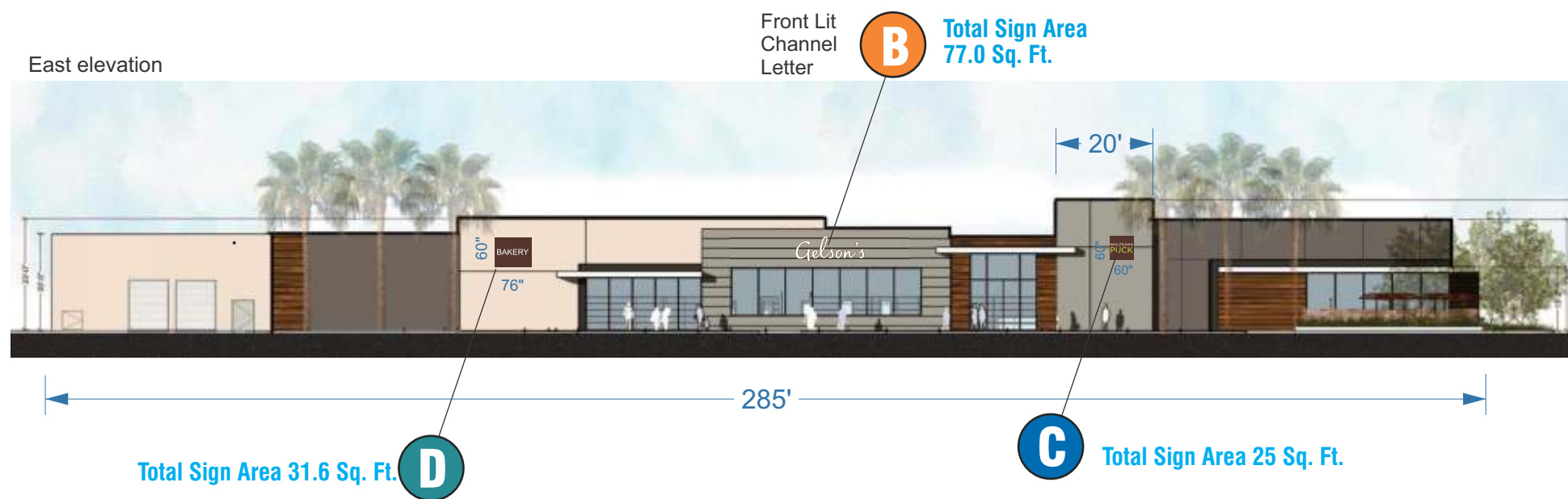
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INTERNALLY ILLUMINATED PYLON SIGN

SCALE: NTS

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SPECIFICATIONS: B

LETTERS: LED ILLUMINATED FRONT LIT CHANNEL LETTER

RETURNS: 5" DEEP DARK BRONZE ALUMINUM RETURNS

ILLUMINATION: WHITE LED ILLUMINATION

MOUNTING: FLUSH MOUNTED TO WALL USING APPROPRIATE FASTENERS AS REQUIRED

SPECIFICATIONS: C D E F G

LETTERS: LED ILLUMINATED FRONT-LIT PAN CHANNEL CABINET PUSH THRU LETTTERS

RETURNS: 5" DEEP ALUMINUM RETURNS

ILLUMINATION: WHITE LED ILLUMINATION

MOUNTING: FLUSH MOUNTED TO WALL USING APPROPRIATE FASTENERS AS REQUIRED



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LANDLORD APPROVAL

Landlord Signature _____ Date _____

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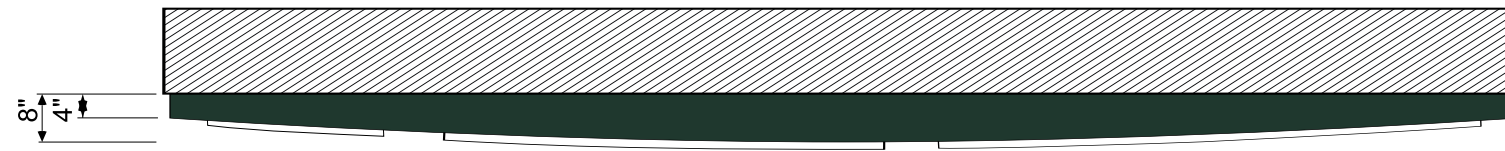


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PLAN VIEW - N.T.S.

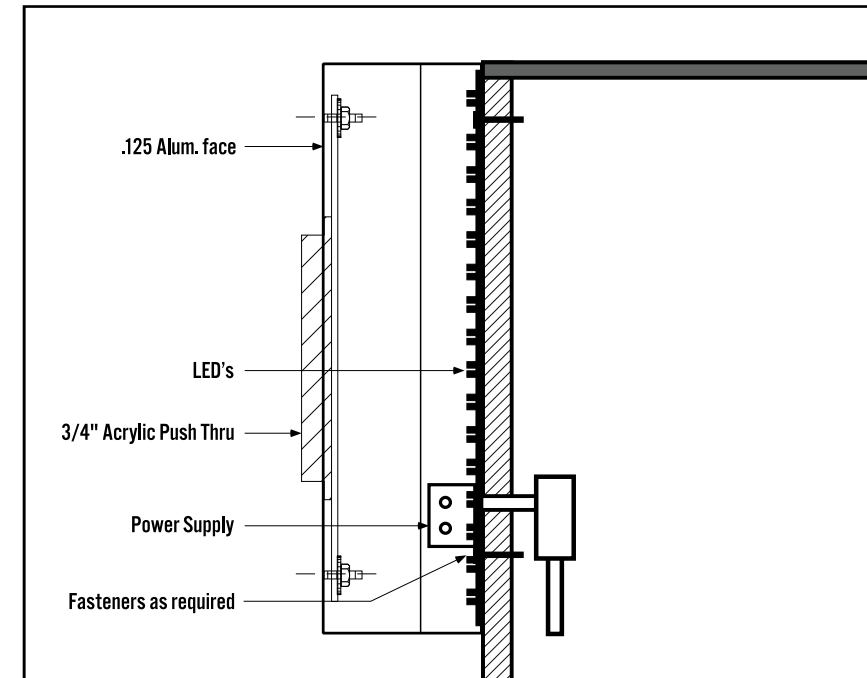


S/F CABINET SIGN SPECIFICATIONS

Scale: 1/2"=1'-0"

Manufacture & Install four (4) single faced internally illuminated sign cabinet w/ push thru graphics, as shown.

Description	Specification	Finish/Vendor	Color
Sign Cabinet (Radius)	.125 Aluminum, w/ Concealed fasteners for face, top & bottom to have counter sunk attachments	MAP, Satin Finish	To match PMS #5535 (OldGreen)
Copy	3/4" Clear Acrylic Push Thru w/ vinyl overlays	3M	White #3630-20
Eagle Logo	3/4" Clear Acrylic Push Thru w/ vinyl overlays	3M	Gold Metallic #3630-131, and White #3630-20 (Eagle Head)
Illumination	White LED's		



SECTION VIEW

NOT TO SCALE



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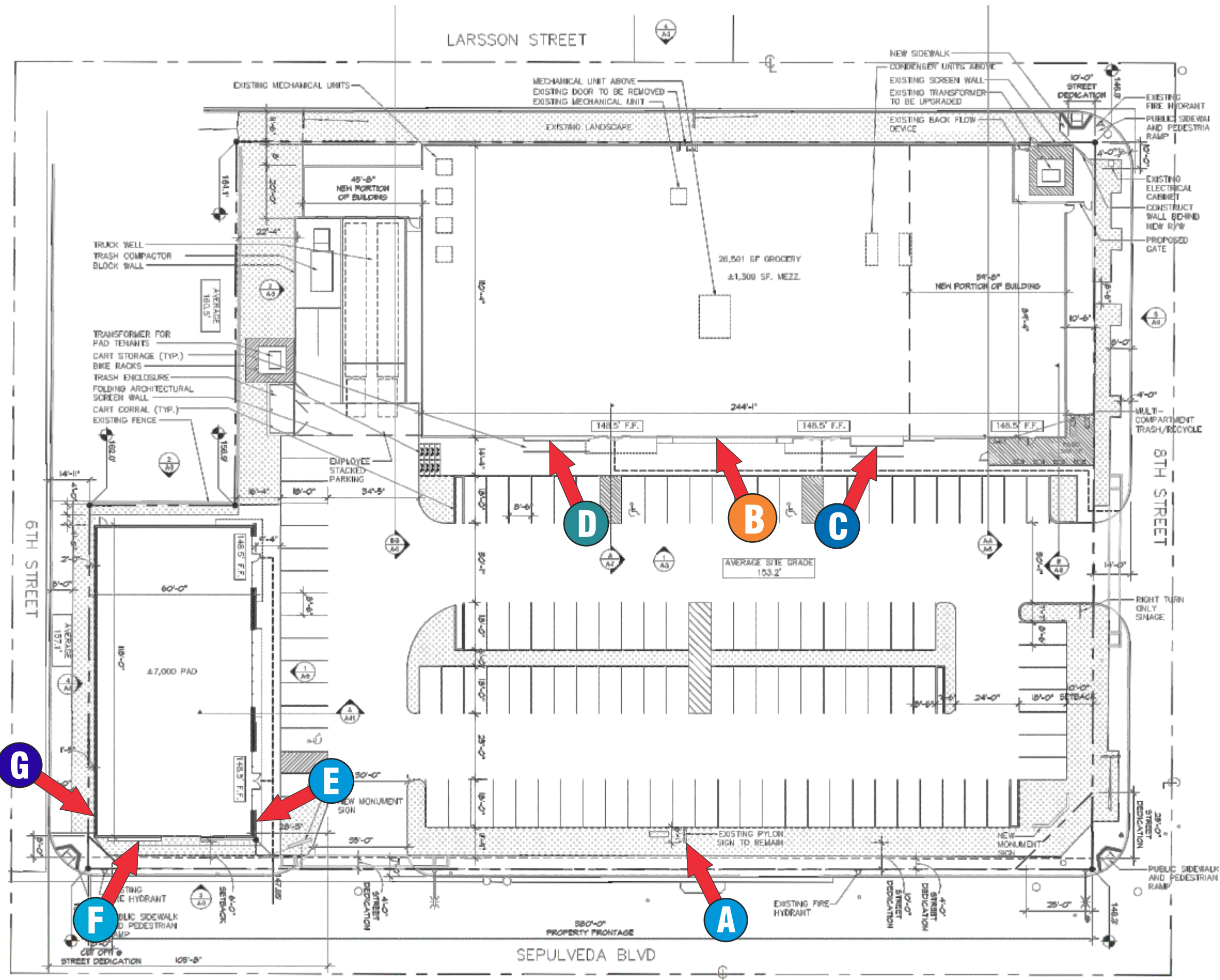
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SITE PLAN



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Sign	Square Ft.
A	209 x (2) = 418
B	77
C	25
D	31.6
E	72
F	60
G	72

Penalty measurement

TOTAL SQ. FT. 755.6

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Eric Haaland

From: Dennis May <dennis.may1@outlook.com>
Sent: Friday, January 27, 2017 12:27 PM
To: Anne McIntosh; Laurie B. Jester; Eric Haaland
Subject: Upcoming Planning Commission

Hello,

Per Angela, I am reaching out to you to respectfully ask that our hired traffic engineer be allowed a few extra minutes, more than the normally allotted 3 minute comment period, to discuss his findings regarding the Gelson's project.

This will be at the February 8th meeting.

Sincerely,

Dennis May

Manhattan Beach Residents

For Responsible Development.

DENNIS MAY
NW REAL ESTATE BROKERS
1215 HIGHLAND AVENUE
MANHATTAN BEACH, CA. 90266
310-990-9439

ATTACHMENT F
PC MTG 2-8-17

Eric Haaland

From: Anne McIntosh
Sent: Wednesday, January 25, 2017 4:53 PM
To: Laurie B. Jester; Eric Haaland
Subject: FW: Gelson's proposal

From: Joyce Fahey [mailto:jfahey4arc@gmail.com]
Sent: Friday, January 20, 2017 3:36 PM
To: List - Planning Commission
Subject: Gelson's proposal

All,
I was hoping to attend the meeting on Gelson's project, but I will be out of town. I am writing to voice my very strong support for this great addition to our community.
Joyce Fahey

Anne McIntosh
Interim Community Development Director
P: 310-802-5503
E: amcIntosh@citymb.info



Office Hours: M - Th 7:30AM - 5:30 PM | Alternate Open Fridays 8:00AM - 5:00 PM | Closed Alternate Fridays | Not Applicable to Public Safety

Eric Haaland

From: Anne McIntosh
Sent: Wednesday, January 25, 2017 4:25 PM
To: Laurie B. Jester; Eric Haaland
Subject: FW: Gelsons

This is an example of the emails I was talking about in our meeting yesterday, Laurie. I see that this went to the Commissioners, and I am on their list. There are two or three others. Shall I forward them all to you?

Anne McIntosh
Interim Community Development Director

P: 310-802-5503

E: amcIntosh@citymb.info



Office Hours: M - Th 7:30AM - 5:30 PM | Alternate Open Fridays 8:00AM - 5:00 PM | Closed Alternate Fridays | Not Applicable to Public Safety

From: Russ Lesser [<mailto:russ@divensurf.com>]
Sent: Wednesday, January 25, 2017 4:23 PM
To: List - Planning Commission
Subject: Gelsons

Dear Planning commissioners,

I strongly support the application to develop a Gelson's Market at the proposed site on PCH. It will be a huge asset for the community and I do not believe it will have the adverse effects that some of the neighbors are concerned about. As a former planning commissioner and city councilman, I was used to opposition to just about every project that was proposed in the city, including the entire Chevron development, the Residence Inn and the motels on the east side of PCH by 8th street, the Metlox development, etc. With few exceptions, projects in Manhattan Beach have turned out well for the community and in many cases the people who originally oppose them become supporters. I believe it is a tendency of people to fear change and that is what we have with the Gelson's project. Please remember (as I always tried to do when I was on the commission and council) that you are representing 35,000 people, not just the ones yelling at you at the meeting. Projects like this one tend to bring out opponents more than proponents and I guarantee you there are many people in the community that support this project.

Russ Lesser

Eric Haaland

From: Carrie Cook <carriesuttoncook@gmail.com>
Sent: Tuesday, October 25, 2016 5:50 PM
To: Eric Haaland
Subject: Gelson's Market project

Hello - I see that the Gelson's project has gone through with its current plan. I am hosting a meeting for all the residents of Dianthus Street. We already have a grave situation regarding traffic on this small street. We have no sidewalks, and this road is used an alternate to PCH. Just on my 200 blocks alone we have had numerous issues with speeding cars and angry drivers racing through the street. We have a disabled boy, many small children and six teenage drivers on our block. The Gelson's Investment project will cause a very dangerous situation on Dianthus.

Are you planning on addressing traffic within our neighborhood? When the date is decided, I am inviting the MB police, Beach reporter and any interested council member to come and speak to the large group.

I look forward to your comments as you are the identified contact person for this project.

Carrie Sutton
MC High School Parent

Eric Haaland

From: Kathy Fisher <kathy@mbproduce.net>
Sent: Wednesday, September 14, 2016 9:31 AM
To: Eric Haaland
Subject: FW: Paragon/Gelson's proposal

From: Kathy Fisher [<mailto:kathy@mbproduce.net>]
Sent: Tuesday, August 02, 2016 4:05 PM
To: 'sortmann@citymb.info'; 'gapostol@citymb.info'; 'cconaway@citymb.info'; 'nhersman@citymb.info'; 'pbordokas@citymb.info'
Cc: 'tderrico@citymb.info'; 'dlessler@citymb.info'; 'ahoworth@citymb.info'; 'wpowell@citymb.info'; 'mburton@citymb.info'; kathy@mbproduce.net
Subject: Paragon/Gelson's proposal

Dear Planning Commission,

My family and I just celebrated our 14th year of residence in Manhattan Beach! We love it here and I wanted to express my concern over the safety and environmental issues associated with the proposed Gelson's site on Sepulveda and 8th Street.

The City needs to address the environmental issues associated with a center of this size. There is sub-standard parking spaces (proposed 135 versus 171 per City Code), a deceleration lane that is too short, and truck delivery issues. There will be multiple trucks all day, every day from multiple vendors: produce, meat, fish, bread, beverages, beer, wine, grocery, pet food, bulk, office products, etc as well as multiple garbage and recycle trucks attempting to enter the site. Even though Paragon proposes that trucks will only enter travelling from the south, a delivery driver will take the shortest route if it is from the north or a new driver will not be aware of the plan and those trucks will not only block southbound Sepulveda, but block 8th street and the number one lane on Sepulveda.

These issues will create significant impacts to safety and quality of life. Sepulveda will become dangerous and the bottleneck of trucks and cars will be unsafe and cause congestion. Manhattan Beach does not need a high traffic, low tax business added to the already busy Sepulveda corridor, especially if the proposal does not meet many City Codes. This should not be the precedent now or in the future. The City Codes were created to keep all residents safe and have the quality of life that we expect when we live here.

I urge the City to require an EIR from Paragon to ensure that all City Codes are being followed and our environment will not be negatively impacted.

Thank you for your time,

Kathy Fisher

Eric Haaland

From: Mark Shoemaker <markshoemaker@msn.com>
Sent: Monday, June 06, 2016 8:05 AM
To: diana_watson@dot.ca.gov; miya.edmonson@dot.ca.gov; rick.holland@dot.ca.gov; moe.bhuyian@dot.ca.gov; alan.lin@dot.ca.gov; hsiu@dot.ca.gov
Cc: Marisa Lundstedt; Erik Zandvliet; Eric Haaland; Quinn Barrow; Kerry Dienelt; Eileen Neill; Laurie B. Jester
Subject: RE: Paragon Commercial Group- Gelsons MBRRD

Hello CalTrans Personnel,

Below is a recent email to the City of Manhattan Beach regarding Paragon's 3rd Plan submittal for the development of a Gelson's store and Bank at 707 North Sepulveda in Manhattan Beach, CA. Understandably, since this property is situated directly on California State Highway One, CalTrans has had some preliminary role in the DRAFT Plan preparation/review.

Due to both north and southbound accelerating downhill topography, this section of Highway One is the most dangerous highway in the South Bay, with several recent fatal accidents. The Manhattan Beach Residents for Responsible Development (MBRRD) would like to bring to CalTrans attention some of the major concerns regarding the safe entry and exit of vehicles to and from this site, and request CalTrans makes sure that:

- 1) A fought after deceleration lane is long enough to allow ample room for safe entry and exit onto Sepulveda, and for pedestrians and bicyclists to safely maneuver through this area.
- 2) That traffic will not be snarled as delivery trucks turn westbound onto narrow 8th Street from northbound Sepulveda, and that the left turn pocket lane is adequate for multiple trucks using this left turn pocket. This critical since this will be the ONLY proposed truck route into the site, and has the potential for north and southbound Sepulveda, as well as east and westbound 8th, traffic to have major congestion.
- 3) Since an increased amount of southbound drivers will be turning westbound on 8th from southbound Sepulveda, that there is some type of mitigation to avoid congestion and accidents at this intersection due to this planned development.

Since Paragon is about to submit their 4th DRAFT Plan submittal, the MBRRD would like to see a more comprehensive view of how these issues will be addressed by Paragon, CalTrans and the City of Manhattan Beach. We are urging that an EIR be performed since we believe this development will have "Significant Impacts" on California State Highway One that can not be solved by Mitigated Negative Declarations.

As is, this stretch of highway deserves safety improvements, let alone the impact increased volumes of traffic entering and exiting the Gelson's site will create. Your reply acknowledging receipt of this email is requested.

Best regards,

Mark Shoemaker, Member

MBRRD

From: markshoemaker@msn.com

To: ljester@citymb.info

CC: mlundstedt@citymb.info; ezandvliet@citymb.info; ehaaland@citymb.info; qbarrow@citymb.info; kdienelt@citymb.info; jejneill@earthlink.net

Subject: RE: Paragon Commercial Group- Gelsons MBRRD

Date: Mon, 6 Jun 2016 03:04:45 -0700

Subject: Initial Study MND MB Gelson's Market (Prepared by EcoTierra March 2016) Figure 2-9

Dear Laurie and City of Manhattan Beach Personnel,

Regarding the subject document and figure, it is encouraging to see that Paragon, the developer, has finally listened to residents concerns, and has now included a southbound deceleration lane (Figure 2-9) in their 3rd DRAFT Plan Resumbittal. Unfortunately, there are several concerns, that will create "Significant Impacts" in regards to the site design, as follows:

- 1) On the southeast corner, there is no setback between the Bank building and the sidewalk. Elsewhere with new construction in MB there has been landscaping between sidewalks and buildings, and we would expect the same to apply here.
- 2) From this same corner, north walking pedestrians will cross an entry/exit driveway and walk through the deceleration lane to gain access to the sidewalk, southbound pedestrians will be stepping into the deceleration lane earlier than necessary. There should be adequate sidewalk and landscaping between the deceleration lane and the proposed parking, as is done with other deceleration lanes.
- 3) Although the posted speed limit is 35 mph on southbound Sepulveda, in reality drivers are routinely accelerating downhill and driving in the 40-55 mph range (the same is true for northbound drivers, which makes this stretch of highway the most dangerous for pedestrians in the South Bay). We question the length of the deceleration lane, longer would be more beneficial. We do not want the situation at Trader Joes on MB Blvd. to be repeated here.
- 4) The overall sidewalk safety and landscaping buffer should be repeated at the northeast corner.
- 5) 8th street is still way too congested for all the new traffic that will "Significantly Impact" this intersection. Delivery trucks turning in from northbound Sepulveda (the only planned entrance to the site), will be competing with east/westbound drivers crossing Sepulveda and turning through this intersection. Paragon's design will also exacerbate 8th street congestion and safety from employee parking having to back into 8th street to exit that lot. All this will snarl traffic. Paragon should be proposing widening 8th, again this will exacerbate lack of onsite parking.

We believe Paragon's plan needs significant revisions to not "Significantly Impact" the Community; this will exacerbate the already under Code onsite parking requirements. Kicking the inadequate parking down the road to a leased 10th street overflow lot will also "Significantly Impact" the Community, since drivers who currently use

that lot will likely park in the nearby residential area. Allowing leased parking is not a guaranteed fix and should not be allowed to satisfy inadequate parking. There is no certainty when the lease will end, and when it does the inadequate parking will reappear.

If Paragon is truly considerate of the Community, they should do it right, like the Skechers developer, and provide more than Code underground parking in their Plan; this will benefit Gelson's shoppers and the Community. Since the above, and other concerns are creating "Significant Impacts", we request that Paragon not be given any special treatment, and submit an EIR like other developers have done.

Best regards, your reply is requested,

Mark Shoemaker
MBRRD

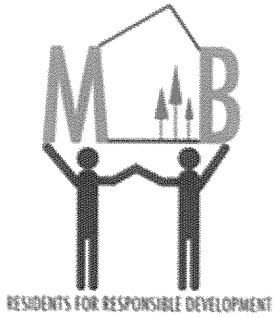
From: jejneill@earthlink.net
To: ljester@citymb.info
CC: mlundstedt@citymb.info; ezandvliet@citymb.info; ehaaland@citymb.info; qbarrow@citymb.info; kdienelt@citymb.info
Subject: RE: re: Paragon Commercial Group- Gelsons MBRRD
Date: Sun, 22 May 2016 12:06:01 -0700

Laurie: Thank you for getting back to me. We are disappointed in the fact that we will not be able to discuss our questions with the City prior to the time of the public review period. I understand that period is only 30 days and there is a great deal of material that we will have to wade through in a very short period of time. Two questions:

- (1) Is there a process through which we can request an extension to the standard 30-day public review period? If so, can you please articulate what that process entails?
- (2) Can you clarify whether Paragon has either already re-submitted its plan subsequent to their March 22, 2016 submission or is expected to re-submit their plan materials in the near future?

Additionally, our traffic consultant, Allyn Rifkin, PE, has requested a meeting with Erik Zandvliet to get a better understanding of the City's application of its traffic and parking codes. Can you please help facilitate the setting up of this meeting? As we have undertaken the expense of hiring an experienced professional to assist us, we would appreciate the City's assistance in helping us to understand how the City is applying code standards in this project and in general. Thank you in advance for your consideration of these issues.

Sincerely,
Eileen Neill
President, MBRRD



From: Laurie B. Jester [mailto:ljester@citymb.info]
Sent: Friday, May 20, 2016 2:58 PM
To: Eileen Neill
Cc: Marisa Lundstedt; Erik Zandvliet; Eric Haaland; Quinn Barrow; Kerry Dienelt
Subject: FW: re: Paragon Commercial Group- Gelsons MBRRD

Ms. Neill,

We appreciate your thoughtful and detail questions regarding the environmental analysis/technical reports. The City is still in the process of reviewing these reports.

Given due process considerations, the appropriate time for you to submit your comments would be during the public review period so that the City can review your comments along with other interested parties. This approach is in line with the standard entitlement process and applied to all projects. We unfortunately cannot meet before that time to discuss the assumptions and details of technical reports as those are still in process.

Your questions regarding MIG and their role in the process may be addressed through a conversation with your attorney and our City Attorney. Please feel free to have your attorney reach out and call Mr. Barrow.

Thank you
Laurie Jester

Laurie B. Jester
Planning Manager
P: (310) 802-5510
E: ljester@citymb.info



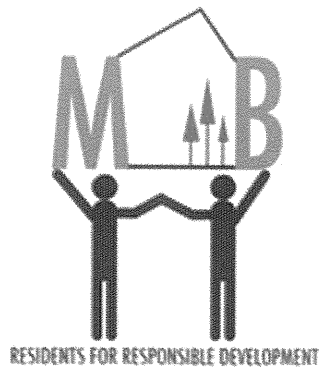
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From: John & Eileen Neill [mailto:jejneill@earthlink.net]
Sent: Thursday, May 12, 2016 9:06 PM
To: Laurie B. Jester
Cc: Quinn Barrow; Marisa Lundstedt; Eric Haaland; Erik Zandvliet
Subject: RE: re: Paragon Commercial Group- Gelsons MBRRD

Laurie: Yes, the purpose of the meeting is to go over previous questions as well as new questions and issues. Please confirm who will be in attendance from the City. We expect Eric Haaland, Eric Zandvliet, Marisa Lundstedt and you.

Thanks,

Eileen Neill



From: Laurie B. Jester [<mailto:ljester@citymb.info>]
Sent: Thursday, May 12, 2016 11:28 AM
To: Eileen Neill
Cc: Quinn Barrow; Marisa Lundstedt; Eric Haaland; Erik Zandvliet
Subject: RE: re: Paragon Commercial Group- Gelsons MBRRD

Eileen-

Could you please confirm that the purpose of the meeting that you have requested is that you would like to go over your questions detailed below as well as some new questions.

Thank you

Laurie B. Jester
Planning Manager
P: (310) 802-5510
E: ljester@citymb.info



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From: John & Eileen Neill [<mailto:jejneill@earthlink.net>]
Sent: Saturday, May 07, 2016 1:40 PM
To: Laurie B. Jester
Cc: Marisa Lundstedt; Erik Zandvliet; Eric Haaland; Quinn Barrow
Subject: RE: re: Paragon Commercial Group- Gelsons MBRRD

Laurie: As our group would have to pay the costs for the time expenditure related to any conversation the City Attorney would have with our attorney, we would like to understand the subject and gist of this proposed conversation and an estimate of the time such a conversation would require. We need to know whether the City Attorney would be discussing generalities, such as process or protocol, or specifics regarding aspects of the Paragon plan as that would determine which attorney (we have two) would be appropriate for him to speak with. Thanks.

Eileen Neill

From: Laurie B. Jester [mailto:ljester@citymb.info]
Sent: Friday, May 06, 2016 8:52 AM
To: Eileen Neill
Cc: Marisa Lundstedt; Erik Zandvliet; Eric Haaland; Quinn Barrow
Subject: FW: re: Paragon Commercial Group- Gelsons MBRRD

Eileen-

Your meeting request indicates that you would like to have one of your attorneys involved in the meeting. Our City Attorney has requested the name and phone number of your attorney so that he may have a conversation with them.

Thank you

Laurie Jester

Laurie B. Jester
Planning Manager

P: (310) 802-5510

E: ljester@citymb.info



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From: Eric Haaland
Sent: Wednesday, April 27, 2016 9:42 AM
To: 'John & Eileen Neill'
Cc: Marisa Lundstedt; Mark Danaj; List - Planning Commission; List - City Council; Erik Zandvliet
Subject: RE: re: Paragon Commercial Group

Eileen,

Thank you for your comments. We previously responded to your January 24th and March 20th emails that the consultant and staff would be reviewing the comments/questions. All of the information will be considered in the project determinations and will be provided to the Planning Commission and public through the project public review and hearing process.

We are looking into your request to schedule a meeting and will get back to you with a response.

From: John & Eileen Neill [mailto:jejneill@earthlink.net]
Sent: Sunday, April 24, 2016 1:54 PM
To: Eric Haaland
Cc: Marisa Lundstedt; Mark Danaj; List - Planning Commission; List - City Council; Erik Zandvliet
Subject: FW: re: Paragon Commercial Group

Eric: I am following up on the e-mail below and my emails from January 24, 2016 and March 30, 2016 (which are attached) as I have not received a response from you to the questions put forth in these various emails. The developer persists in submitting a mitigated negative declaration (MND) the support of which is 100% generated by the developer and their paid consultants. At 30,000sf, this is a very large scale project that has

significant ramifications for the surrounding neighborhood. The use of the property for a high traffic volume, noisy, 7-day per week business is completely different from the low traffic volume, relatively quiet, prior automotive businesses which occupied that site. In particular, the request for an alcohol use permit for on-site alcohol consumption is new for this property. It is our belief that the City cannot grant the requested Use Permits for the proposed Gelson's project without an EIR. Specifically, the following provision of Article 10.84.060 Required Findings of the Manhattan Beach Municipal Code cannot be determined without an EIR. This language states:

“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.”

Will the city's third party consultant, Moore, Iacafano, Goltsman (MIG) be providing the City staff with an independent opinion of whether the developer's MND will be sufficient or whether an EIR should be undertaken? Or will they simply determine that the developer undertook a reasonable process to develop their MND request? We want to understand from the City exactly what the scope of MIG's expected deliverable to the City will encompass. Also, we would like to know when their report is expected to be delivered.

Because we have not received a response to the questions we have posed thus far, I request a meeting with you, Eric Zandvliet, Marisa Lundstedt and Mark Danaj to discuss these prior questions as well as the new questions we have based upon our review of the latest plan submission by Paragon. In attendance from MBRRD will be Jack Driscoll and me and possibly one of our attorneys. Please let me know some dates and times in the next few days that would facilitate this meeting outside of April 26 and April 29. As property tax payers and voters, we deserve the same level of City staff attention to our concerns as the developer is receiving. I look forward to hearing from you in the near future about an in-person meeting and the responses to our questions regarding the plan submission materials to date.

Sincerely,

Eileen Neill

President, Manhattan Beach Residents for Responsible Development

From: John & Eileen Neill [<mailto:jejneill@earthlink.net>]

Sent: Saturday, April 02, 2016 3:25 PM

To: ehaaland@citymb.info

Cc: mlundstedt@citymb.info

Subject: re: Paragon Commercial Group

Eric: Thank you for your time last week to discuss the most recent submission by Paragon for the Gelson's Development project. Our group put in a public records request to the City on Thurs., Mar. 24th for materials related to the plan submission. While we are pleased Paragon incorporated a deceleration lane into their project, little else appeared to have changed with the plan, particularly as it relates to parking and an EIR. We continue to be very concerned about what we consider to be inadequate measures to address parking and that a nearly 30,000 square foot development is putting forth a mitigated negative declaration rather than an EIR. A large grocery store is a high traffic volume, high noise and generally high activity business versus the prior businesses which occupied this site, all car dealerships. Manhattan Beach Residents for Responsible

Development (“MBRRD”) believes strongly this project requires an EIR and our discussions with multiple law firms experienced in CEQA cases have consistently supported this contention.

Paragon continues to propose ridiculous parking solutions such as parking in loading docks, stacked parking and leased parking, in addition to proposing a mitigated negative declaration while turning a deaf ear to residents concerns. Although Paragon claims to have reached out to the public, they have not engaged our group in any substantive way. We are the most vocal group against this project as we are the residents most impacted by it. If Paragon were sincere in their claims of being sensitive to, and willing to address, the concerns of Manhattan Beach residents, they should be reaching out to us to meet. Instead, they have denigrated us in their plan submission cover letter, on their website and in media communications. We request the City to persuade Paragon of the need to meet with our group as another project stakeholder. For them to proceed with their submission and not do so reflects poorly on this process and should not be tolerated by the City or its elected and appointed officials.

Sincerely,

Eileen Neill

President, Manhattan Beach Residents for Responsible Development

Eric Haaland

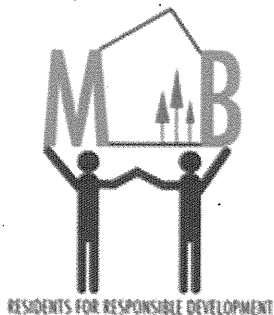
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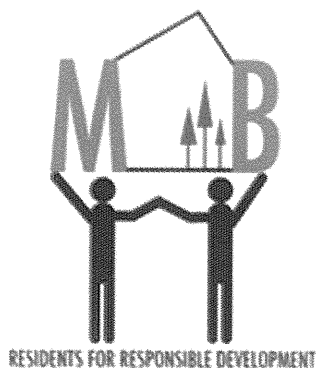
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Cc: Marisa Lundstedt; Mark Danaj; List - Planning Commission; List - City Council; Erik Zandvliet

Subject: FW: re: Paragon Commercial Group

Eric: I am following up on the e-mail below and my emails from January 24, 2016 and March 30, 2016 (which are attached) as I have not received a response from you to the questions put forth in these various emails. The developer persists in submitting a mitigated negative declaration (MND) the support of which is 100% generated by the developer and their paid consultants. At 30,000sf, this is a very large scale project that has significant ramifications for the surrounding neighborhood. The use of the property for a high traffic volume, noisy, 7-day per week business is completely different from the low traffic volume, relatively quiet, prior automotive businesses which occupied that site. In particular, the request for an alcohol use permit for on-site alcohol consumption is new for this property. It is our belief that the City cannot grant the requested Use Permits for the proposed Gelson's project without an EIR. Specifically, the following provision of Article 10.84.060 Required Findings of the Manhattan Beach Municipal Code cannot be determined without an EIR. This language states:

"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."

Will the city's third party consultant, Moore, Iacafano, Goltsman (MIG) be providing the City staff with an independent opinion of whether the developer's MND will be sufficient or whether an EIR should be undertaken? Or will they simply determine that the developer undertook a reasonable process to develop their MND request? We want to understand

from the City exactly what the scope of MIG's expected deliverable to the City will encompass. Also, we would like to know when their report is expected to be delivered.

Because we have not received a response to the questions we have posed thus far, I request a meeting with you, Eric Zandvliet, Marisa Lundstedt and Mark Danaj to discuss these prior questions as well as the new questions we have based upon our review of the latest plan submission by Paragon. In attendance from MBRRD will be Jack Driscoll and me and possibly one of our attorneys. Please let me know some dates and times in the next few days that would facilitate this meeting outside of April 26 and April 29. As property tax payers and voters, we deserve the same level of City staff attention to our concerns as the developer is receiving. I look forward to hearing from you in the near future about an in-person meeting and the responses to our questions regarding the plan submission materials to date.

Sincerely,
Eileen Neill
President, Manhattan Beach Residents for Responsible Development

From: John & Eileen Neill [<mailto:jejneill@earthlink.net>]
Sent: Saturday, April 02, 2016 3:25 PM
To: ehaaland@citymb.info
Cc: mlundstedt@citymb.info
Subject: re: Paragon Commercial Group

Eric: Thank you for your time last week to discuss the most recent submission by Paragon for the Gelson's Development project. Our group put in a public records request to the City on Thurs., Mar. 24th for materials related to the plan submission. While we are pleased Paragon incorporated a deceleration lane into their project, little else appeared to have changed with the plan, particularly as it relates to parking and an EIR. We continue to be very concerned about what we consider to be inadequate measures to address parking and that a nearly 30,000 square foot development is putting forth a mitigated negative declaration rather than an EIR. A large grocery store is a high traffic volume, high noise and generally high activity business versus the prior businesses which occupied this site, all car dealerships. Manhattan Beach Residents for Responsible Development ("MBRRD") believes strongly this project requires an EIR and our discussions with multiple law firms experienced in CEQA cases have consistently supported this contention.

Paragon continues to propose ridiculous parking solutions such as parking in loading docks, stacked parking and leased parking, in addition to proposing a mitigated negative declaration while turning a deaf ear to residents concerns. Although Paragon claims to have reached out to the public, they have not engaged our group in any substantive way. We are the most vocal group against this project as we are the residents most impacted by it. If Paragon were sincere in their claims of being sensitive to, and willing to address, the concerns of Manhattan Beach residents, they should be reaching out to us to meet. Instead, they have denigrated us in their plan submission cover letter, on their website and in media communications. We request the City to persuade Paragon of the need to meet with our group as another project stakeholder. For them to proceed with their submission and not do so reflects poorly on this process and should not be tolerated by the City or its elected and appointed officials.

Sincerely,
Eileen Neill
President, Manhattan Beach Residents for Responsible Development

Eric Haaland

From: Laurie B. Jester
Sent: Friday, May 20, 2016 2:58 PM
To: Eileen Neill
Cc: Marisa Lundstedt; Erik Zandvliet; Eric Haaland; Quinn Barrow; Kerry Dienelt
Subject: FW: re: Paragon Commercial Group- Gelsons MBRRD

Ms. Neill,

We appreciate your thoughtful and detail questions regarding the environmental analysis/technical reports. The City is still in the process of reviewing these reports.

Given due process considerations, the appropriate time for you to submit your comments would be during the public review period so that the City can review your comments along with other interested parties. This approach is in line with the standard entitlement process and applied to all projects. We unfortunately cannot meet before that time to discuss the assumptions and details of technical reports as those are still in process.

Your questions regarding MIG and their role in the process may be addressed through a conversation with your attorney and our City Attorney. Please feel free to have your attorney reach out and call Mr. Barrow.

Thank you
Laurie Jester

Laurie B. Jester
Planning Manager
P: (310) 802-5510
E: ljester@citymb.info

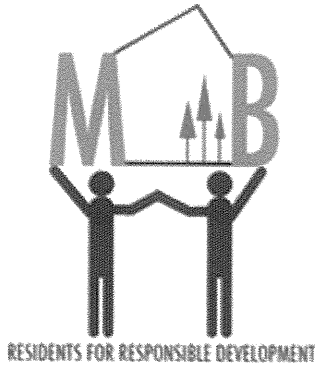


New Hours for City Offices: M - Th 7:30 AM - 5:30 PM (Beginning Monday, March 21, 2016)
Alternate Open Fridays 8:00 AM - 5:00 PM | Closed Alternate Fridays (First closed Friday April 1, 2016) | [Click here for more information](#)

From: John & Eileen Neill [<mailto:jeineill@earthlink.net>]
Sent: Thursday, May 12, 2016 9:06 PM
To: Laurie B. Jester
Cc: Quinn Barrow; Marisa Lundstedt; Eric Haaland; Erik Zandvliet
Subject: RE: re: Paragon Commercial Group- Gelsons MBRRD

Laurie: Yes, the purpose of the meeting is to go over previous questions as well as new questions and issues. Please confirm who will be in attendance from the City. We expect Eric Haaland, Eric Zandvliet, Marisa Lundstedt and you.

Thanks,
Eileen Neill



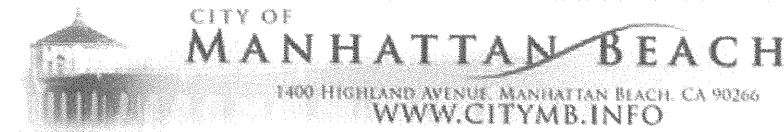
From: Laurie B. Jester [<mailto:ljester@citymb.info>]
Sent: Thursday, May 12, 2016 11:28 AM
To: Eileen Neill
Cc: Quinn Barrow; Marisa Lundstedt; Eric Haaland; Erik Zandvliet
Subject: RE: re: Paragon Commercial Group- Gelsons MBRRD

Eileen-

Could you please confirm that the purpose of the meeting that you have requested is that you would like to go over your questions detailed below as well as some new questions.

Thank you

Laurie B. Jester
Planning Manager
P: (310) 802-5510
E: ljester@citymb.info



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From: John & Eileen Neill [<mailto:jejneill@earthlink.net>]
Sent: Saturday, May 07, 2016 1:40 PM
To: Laurie B. Jester
Cc: Marisa Lundstedt; Erik Zandvliet; Eric Haaland; Quinn Barrow
Subject: RE: re: Paragon Commercial Group- Gelsons MBRRD

Laurie: As our group would have to pay the costs for the time expenditure related to any conversation the City Attorney would have with our attorney, we would like to understand the subject and gist of this proposed conversation and an estimate of the time such a conversation would require. We need to know whether the City Attorney would be discussing generalities, such as process or protocol, or specifics regarding aspects of the Paragon plan as that would determine which attorney (we have two) would be appropriate for him to speak with. Thanks.

Eileen Neill

From: Laurie B. Jester [<mailto:ljester@citymb.info>]
Sent: Friday, May 06, 2016 8:52 AM
To: Eileen Neill
Cc: Marisa Lundstedt; Erik Zandvliet; Eric Haaland; Quinn Barrow
Subject: FW: re: Paragon Commercial Group- Gelsons MBRRD

Eileen-

Your meeting request indicates that you would like to have one of your attorneys involved in the meeting. Our City Attorney has requested the name and phone number of your attorney so that he may have a conversation with them.

Thank you

Laurie Jester

Laurie B. Jester
Planning Manager
P: (310) 802-5510
E: ljester@citymb.info



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Alternate Open Fridays 8:00 AM - 5:00 PM | Closed Alternate Fridays (First closed Friday April 1, 2016) | [Click here for more information](#)

From: Eric Haaland
Sent: Wednesday, April 27, 2016 9:42 AM
To: 'John & Eileen Neill'
Cc: Marisa Lundstedt; Mark Danaj; List - Planning Commission; List - City Council; Erik Zandvliet
Subject: RE: re: Paragon Commercial Group

Eileen,

Thank you for your comments. We previously responded to your January 24th and March 20th emails that the consultant and staff would be reviewing the comments/questions. All of the information will be considered in the project determinations and will be provided to the Planning Commission and public through the project public review and hearing process.

We are looking into your request to schedule a meeting and will get back to you with a response.

From: John & Eileen Neill [<mailto:jejneill@earthlink.net>]
Sent: Sunday, April 24, 2016 1:54 PM
To: Eric Haaland
Cc: Marisa Lundstedt; Mark Danaj; List - Planning Commission; List - City Council; Erik Zandvliet
Subject: FW: re: Paragon Commercial Group

Eric: I am following up on the e-mail below and my emails from January 24, 2016 and March 30, 2016 (which are attached) as I have not received a response from you to the questions put forth in these various emails. The developer persists in submitting a mitigated negative declaration (MND) the support of which is 100% generated by the developer and their paid consultants. At 30,000sf, this is a very large scale project that has significant ramifications for the surrounding neighborhood. The use of the property for a high traffic volume, noisy, 7-day per week business is completely different from the low traffic volume, relatively quiet, prior automotive businesses which occupied that site. In particular, the request for an alcohol use permit for on-site alcohol consumption is new for this property. It is our belief that the City cannot grant the requested Use Permits for the proposed Gelson's project without an EIR. Specifically, the following provision of Article 10.84.060 Required Findings of the Manhattan Beach Municipal Code cannot be determined without an EIR. This language states:

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Sincerely,
Eileen Neill
President, Manhattan Beach Residents for Responsible Development

From: John & Eileen Neill [<mailto:jejneill@earthlink.net>]

Sent: Saturday, April 02, 2016 3:25 PM

To: ehaaland@citymb.info

Cc: mlundstedt@citymb.info

Subject: re: Paragon Commercial Group

Eric: Thank you for your time last week to discuss the most recent submission by Paragon for the Gelson's Development project. Our group put in a public records request to the City on Thurs., Mar. 24th for materials related to the plan submission. While we are pleased Paragon incorporated a deceleration lane into their project, little else appeared to have changed with the plan, particularly as it relates to parking and an EIR. We continue to be very concerned about what we consider to be inadequate measures to address parking and that a nearly 30,000 square foot development is putting forth a mitigated negative declaration rather than an EIR. A large grocery store is a high traffic volume, high noise and generally high activity business versus the prior businesses which occupied this site, all car dealerships. Manhattan Beach Residents for Responsible Development ("MBRRD") believes strongly this project requires an EIR and our discussions with multiple law firms experienced in CEQA cases have consistently supported this contention.

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Sincerely,
Eileen Neill
President, Manhattan Beach Residents for Responsible Development

Eric Haaland

From: Tom Hastings <tom.hastings@verizon.net>
Sent: Sunday, March 06, 2016 12:10 PM
To: Eric Haaland; Erik Zandvliet
Cc: Marisa Lundstedt; John & Eileen Neill; Dennis May; tom.hastings@alum.mit.edu
Subject: Two suggestions and 4 questions about the Sepulveda Blvd traffic and the proposed Gelson's Market between 8th and 6th streets
Attachments: Concerns about Gelson traffic study and impact on traffic-v4-2016-03-06.docx;
Concerns about Gelson traffic study and impact on traffic-v4-2016-03-06.pdf

To: Eric Haaland (MB Associate Planner), Erik Zandvliet (MB City Traffic Engineer),
cc: Marisa Lundstedt, John&Eileen Neill, Dennis May, Tom Hastings

This is an updated version of the email that I sent to both of you on Monday, February 8, after talking to both of you in person and on the phone the previous week and looking at the plans for the Gelson's Market and the Traffic Study by KOA, dated 23 November 2015. We were disappointed that no one from the City came to our Manhattan Beach Residents for Responsible Development (MBRRD) meeting at the MB Library on Feb 8 to answer our questions and respond to our concerns.

I have two suggestions and four questions (attached and pasted below, take your pick):

Concerns about the traffic problems created by Gelson's proposed project

While it will be nice to have a Gelson's nearby, those of us who have lived with the dangerous traffic conditions on Sepulveda Blvd between 8th and 6th streets are deeply concerned about the impact on the traffic flow along Sepulveda. Currently, there is about one fatal accident per year along this stretch of Sepulveda. Furthermore, with the added traffic of patrons entering and leaving the proposed Gelson's market and adjacent bank, the congestion on Sepulveda during the evening peak rush hours will greatly exacerbate the danger and the traffic flow on this important corridor through Manhattan Beach. Currently, the only traffic mitigation proposed is for installation of a left turn phasing at Sepulveda and 8th street for north bound traffic.

Suggestion 1: Add a deceleration lane between 9th and 8th street on the west side of Sepulveda

Of particular concern is traffic from the Sepulveda southbound right hand lane onto 8th street to reach Gelson's during the peak travel hours from 3 PM to 7 PM. The right hand lane has traffic traveling 30 to 35 miles an hour (and over), but there is a hill at 9th street that makes it impossible to see a line of backed up cars turning right onto 8th street before it is too late to stop. The traffic study (KOA Gelson's traffic study, dated 23 November 2015 available for review at the MB City Hall) shows an additional 60 cars per hour turning right onto 8th street during afternoon peak traffic. Adding a full deceleration lane on the west side of Sepulveda between 9th street and 8th street would seem to be a prudent step.

I asked Erik Zandvliet (MB City Traffic Engineer) why not add a deceleration lane on the west side of Sepulveda between 9th street and 8th street, like has been done on the east side of Sepulveda of many establishments between Rosecrans and Artesia? His response was that the reason for those deceleration lanes on the east side of Sepulveda is in anticipation of a Caltrans long range plan to add a full travel lane on the east side up and down Sepulveda in which case those deceleration lanes would become part of the extra lane.

Erik explained to me that In order to add such a declaration lane on the west side of Sepulveda between 8th and 9th streets would require the City of Manhattan Beach to “condemn” the property (take the property by eminent domain and compensate the owners for the loss of the land for the lane) since the owners of the land are *not* part of the Gelson’s market project.

Suggestion 2: Add a deceleration/acceleration lane the entire length between 8th and 6th street on the west side of Sepulveda

Require the developer to add a deceleration/acceleration lane the entire length between 8th and 6th street on the west side of Sepulveda. Since the Gelson’s developer is the owner, this would not require any eminent domain. This idea would also require the developer to adjust the entrance/exit into/out of the parking lot appropriately nearer the middle of the property (currently it is proposed to be moved nearer the south end of the property).

It is important to consider such a deceleration/acceleration lane now, rather than after the property is built and the parking lot space allocated, since adding the deceleration/acceleration lane would impact the space available for parking. The number of parking spaces is already a concern of the neighbors as being too small for the lot, requiring patrons and employees to seek on-street parking in the neighborhood.

Question 1: Would adding a deceleration/acceleration lane the entire length between 8th and 9th street on the west side of Sepulveda reduce the chances for accidents and traffic jams?

Next steps in the traffic review process

I asked Erik Zandvliet about the sentence in the January 14, 2016 letter from Diane Watson at Caltrans to Eric Haaland about the KOA Traffic Study, dated November 23, 2015. The sentence says:

An encroachment permit will be required for any project work proposed on or in the vicinity of the Caltrans Right of Way (State Route 1), and all environmental concerns must be adequately addressed.

Erik Z. explained to me that a “full EIR” (Environment Impact Report) is *not* required, only a “Mitigated Negative Declaration”. I did not ask him how and who determined that a “full EIR” was not required.

Question 2: Who determined that only a Mitigated Negative Declaration was needed, instead of a full EIR?

Question 3: What process was used and what was the reasoning to arrive at the decision that only a Mitigated Negative Declaration was needed, instead of a full EIR?

Erik Z. explained that the project has not yet had an “Official Comment” period. That is a 60- to 90- day period. During this period all questions and comments need to be addressed.

Question 4: What are the future steps before the project is approved? We need them described in writing please.

Tom Hastings
809 N Dianthus St.
Manhattan Beach, CA 90266
(310) 372-6734
Tom.hastings@alum.mit.edu

Eric Haaland

From: John & Eileen Neill <jejneill@earthlink.net>
Sent: Saturday, February 27, 2016 11:57 AM
To: Eric Haaland
Cc: Marisa Lundstedt
Subject: Copy of letter submitted to CalTrans from MBRRD
Attachments: 2016 02 22 Letter to D. Watson at CalTrans.pdf

Eric: Hope you are having a nice weekend. As a courtesy, I copied you on the attached letter to CalTrans from Manhattan Beach Residents for Reasonable Development.

Sincerely,
Eileen Neill

February 22, 2016

Ms. Dianna Watson
IGR/CEQA Bureau Chief
California Department of Transportation
District 7 – Office of Transportation Planning
100 S. Main Street, MS 16
Los Angeles, CA 90012

**Re: Letter dated January 14, 2016 to Eric Haaland, City of Manhattan Beach regarding Gelson Project,
Vic: LA-010/PM 49.041, IGR#151236ME – Traffic Study**

Dear Ms. Watson:

I am writing to you as a representative of the Manhattan Beach Residents for Responsible Development ("MBRRD"), a 501(c)4 Corporation. We are a group of Manhattan Beach citizens that are very concerned about the traffic safety issues posed by the Gelson's development project plan which has been submitted to the City of Manhattan Beach. As a result of these and other concerns, we have formally incorporated in order to ensure residents get a fair hearing from all relevant decision makers. We received a copy of the letter referenced above and would like to request clarification on some of the comments within the letter. Our questions are as follow:

1. Your letter included the following sentence: *"Caltrans concurs with the proposed mitigation to install projected left turn phasing at Sepulveda Boulevard and 8th Street, especially in relation to the proposed development that is anticipated in the vicinity of that intersection."* Can you please explain what the proposed mitigation at this intersection is? We have reviewed the Paragon traffic study by KOA and see no traffic mitigation measures incorporated into their plan. In fact, Section 7, page 34 of the KOA traffic study states the following: *"Project mitigation measures, therefore, are not recommended for existing conditions."*
2. Your letter included the following sentence: *"An encroachment permit will be required for any project work proposed on or in the vicinity of the Caltrans Right of Way (State Route 1), and all environmental concerns must be adequately addressed."* Can you please explain what an "encroachment permit" is and what the process is for procuring this permit? Also, as no EIR has been submitted for this project, can you please explain through what other means environmental concerns can be addressed? The developer has submitted a mitigated negative declaration. However, as this does not constitute an independent assessment of the environmental impacts, how would Caltrans satisfy itself that these environmental concerns have been addressed?
3. No deceleration lane is incorporated into the plan; however, other large businesses in the vicinity have incorporated deceleration lanes, including a much smaller business (Panda Express restaurant) about 3 blocks south also on Sepulveda Blvd. How does Caltrans determine whether deceleration lanes are required to be incorporated into developments?
4. Clearly the developer has direct interaction with Caltrans on this project. However, we are a large group (i.e., 100+) of residents that are very concerned about the traffic impacts of this project and would also like the opportunity to articulate specific issues to Caltrans. MBRRD recognizes that Caltrans will receive an opinion from the City of Manhattan Beach on this

Ms. Dianna Watson
February 22, 2016
Page 2 of 2

project and that the City has already provided Caltrans with a plan to install a signal light for left turns from Sepulveda Blvd. onto 8th Street. However, we believe the City is reliant upon the developer's traffic study and has not independently assessed all of the relevant traffic impacts. Thus, we are reaching out to you directly on behalf of Manhattan Beach residents that live near, and travel regularly through, this intersection to provide Caltrans with additional facts. Are you the appropriate individual that we should reach out to? If so, we would like the opportunity to schedule a meeting with you to discuss this project. If you are not the appropriate contact, can you please provide us with the name, title and contact information for the appropriate contact?

Thank you in advance for your consideration of our questions. We look forward to hearing from you.

Sincerely,



Eileen L. Neill
President
Manhattan Beach Residents for Responsible Development
iejneill@earthlink.net
310-251-1879

Cc: Eric Haaland

Eric Haaland

From: John & Eileen Neill <jejneill@earthlink.net>
Sent: Sunday, February 14, 2016 4:55 PM
To: Marisa Lundstedt; Eric Haaland
Cc: List - Planning Commission; List - City Council; Mark Danaj
Subject: Questions related to Paragon plan submission for Gelson's development project

Importance: High

Dear Marisa and Eric,

We wanted to inform you that our group had a very good turnout of about 60 concerned citizens at the community meeting we hosted on Feb. 8th at the Manhattan Beach Library to discuss the status of our group's activity with regards to the plan submission for the Paragon/Gelson's development project. We were disappointed that despite our extension of an invitation in advance of this meeting, none of the staff, planning commissioners or city council members from the City of Manhattan Beach took the time to attend this meeting hear residents' concerns. Our invitation was acknowledged by no one at the City. We anticipated that attendance at a resident-sponsored meeting would be a priority. As a result, we feel the City is not being as transparent as we would expect. A past Planning Commissioner (Gerry O'Connor) attended and was surprised no City staff or planning commission members were in attendance despite our invitation. It is our opinion that Paragon and the City need to provide more open forums to the public on this planned development. When can we get a meeting like this scheduled by the City? Since no staff attended this meeting, we are bringing to your attention some of the issues and questions that were discussed during this meeting. Please respond to the questions raised below at your earliest convenience.

- 1) (1) After reviewing and discussing the Paragon Plan submitted on December 5, 2015, we believe it remains severely deficient in addressing the traffic safety and parking concerns regarding Sepulveda and nearby residential streets that we have previously identified and brought to the attention of City staff. The City of Manhattan Beach is having a third party review the Plan. We, and others, have sent our written concerns to the staff and would like to know if, and how, those concerns are being addressed by the third party evaluator. **Please confirm if the third party reviewer has been provided these written concerns.** We do not understand why the third party reviewer is evaluating Paragon's plan in isolation when we residents have supporting documents objecting to Paragon's claims of mitigation of these important issues.
- 2) (2) For a better understanding of how the City of Manhattan Beach will further manage this plan review process, we would like clarification on the potential outcomes of the third party evaluation. What project scope and expectations have been communicated to the third party reviewer in terms of an outcome? Is their task to either recommend the mitigated negative declaration the developer has submitted or to recommend an EIR? What has this reviewer been asked to deliver to the City? **Please confirm the plan review objective and promised deliverables from this third party reviewer.**
- (3) If the third party reviewer agrees with the stipulated claims within the Paragon plan, what follow-up steps will the City take to address citizens' concerns? If the third party does not agree with these claims, will Paragon be given the opportunity to make plan corrections and provide a re-submittal? **Please confirm what the process will be after the completion of the third party review.** Since we believe there are several significant impacts on the surrounding neighborhood, it is our belief that the optimal outcome is for the City of Manhattan Beach to request an EIR.

- (4) Is the City or third party reviewer currently independently evaluating the site plan, traffic impacts and parking issues?
- (5) Does the City make the decision of whether the developer needs to incorporate a deceleration lane from Sepulveda? When does that decision get made in the plan review process? What will be the decision making process on safety and traffic issues posed by a major commercial development project for a high traffic volume business on a major city artery?
- (6) Residents raised concerns regarding the delivery trucks' ingress and egress and whether these trucks will drive down, or idle on, residential streets. We showed a video at our meeting where a delivery truck traversed Manhattan Beach, completely avoiding Sepulveda Blvd., MB Blvd. or other major city arteries, on multiple residential streets that were clearly marked with signs prohibiting trucks. At what point in the plan review process does the City address concerns such as this? If staff is charged with opining on these concerns, and not the third party reviewer, what is the process for addressing residents' concerns?
- (7) When is the 3rd party report scheduled to be completed? Has it been received yet? If not, after it is submitted to the City, what is the timeframe before their report is made available to the public for review? Will this review be posted on the City website or will residents have to make a public records request in order to obtain a copy?
- (8) When does staff expect this plan to be brought before the Planning Commission for consideration? Would our group get at least 60 days' notice?

Sincerely,

Manhattan Beach Residents for Responsible Development

Eric Haaland

From: Marisa Lundstedt
Sent: Tuesday, February 09, 2016 8:20 PM
To: 'Virginia Brewer'; Mark Danaj
Cc: 'Nancy Hersman'; Eric Haaland; Tony D'Errico
Subject: RE: Gelsons

Thank you Ms. Brewer.

Your comments will be forwarded to staff as they process the application. No date has been set for the Planning Commission, but the public will be noticed of the public hearing for that item when it is heard at the Planning Commission.

Thank you for your thoughtful input on the matter.

Marisa Lundstedt
Director of Community Development

P: (310) 802-5503
E: mlundstedt@citymb.info



From: Virginia Brewer [mailto:pisecolover1@icloud.com]
Sent: Tuesday, February 09, 2016 8:06 PM
To: Mark Danaj; Marisa Lundstedt
Subject: Fwd: Gelsons

Thanks.

Comments response appreciated.

Virginia Brewer

Begin forwarded message:

From: Virginia Brewer <pisecolover1@icloud.com>
Date: February 9, 2016 at 17:44:25 PST
To: Tony D'Errico <tderrico@citymb.info>
Subject: Re: Gelsons

Thanks again, Tony.

Your promptness is greatly appreciated

Sent from my iPad

On Feb 9, 2016, at 16:51, Tony D'Errico <tderrico@citymb.info> wrote:

Hi Ms. Brewer:

Here are the contacts you requested.

Mark Danaj, City Manager email: mdanaj@citymb.info

Marisa Lundstedt, Community Development Director email: mlundstedt@citymb.info

Also, if you wish to email the members of the Planning Commission the following email address will reach all 5 commissioners. PlanningCommission@citymb.info

Please do not hesitate to contact me if you need any additional information or assistance.

Best regards.

Tony

Tony D'Errico
Mayor Pro Tem, City of Manhattan Beach

On Feb 9, 2016, at 3:50 PM, Virginia Brewer <pisecolover1@icloud.com> wrote:

Dear Tony,

Thank you for your prompt response to my concerns about the planned Gelson project. I would like to forward them to the City Manager and Director of Community Development as you kindly suggest.

Would be so kind as to send me their contact information and their names.

I look forward to attending the Planning Commission meetings on this project when they occur.

Sincerely,
Virginia Brewer

Sent from my iPad

On Feb 9, 2016, at 15:12, Tony D'Errico <tderrico@citymb.info> wrote:

Dear Ms. Brewer:

Thank you very much for your valuable comments and input on this project.

At this time, the proposed Gelson's project is not before the City Council and may in fact not come before us. A project like this, is first vetted by city staff. It will then go before the Planning Commission for public hearings. Only if someone appeals the findings and decision of the Planning Commission would it be brought before the City Council for Public Hearing(s).

As such, it is inappropriate at this time, on legal grounds of due process and fairness, for members of the City Council to take a formal position on the project.

If you want to have additional valued comment, I might suggest you attend one of the Planning Commission meetings on this project when they occur. At this time, they are not yet scheduled.

You may also send your comments at this time to the City Manager and the Director of Community Development.

Thank you again for your valuable input.

Tony

Tony D'Errico
Mayor Pro Tem, City of Manhattan Beach

On Feb 9, 2016, at 2:25 PM, Virginia Brewer <pisecolover1@icloud.com> wrote:

Please consider an EIS for the proposed Paragon/Gelsons project at the corner of Sepulveda and 8th street. The plan does not adequately address the serious lack of parking, the incredibly dangerous traffic congestion, the probable increase in crime, the loss of revenue to the city - nothing of significance from grocery stores - the likelihood that property values will decrease, and most importantly the safety of Manhattan Beach residents. Where will trucks turn? Who will monitor illegal traffic through our streets? Will we deal with another fatality at this narrowest segment of Sepulveda, the main commuter route north/south from LA to the beach cities.

The plan that exists today is criminal. It is totally unrealistic for the city we say we are.

Please take time to be responsible
Thank you,
Virginia Brewer

Sent from my iPad

Tony D'Errico
Council Member
P: (310) 802-5056
E: tderrico@citymb.info



Tony D'Errico
Council Member
P: (310) 802-5056

E: tderrico@citymb.info



Eric Haaland

From: Tom Hastings <tom.hastings@alum.mit.edu>
Sent: Monday, February 08, 2016 6:41 PM
To: 'May, Dennis'; 'Mark Shoemaker'; 'Eileen Neill'; 'Einav Aviram'; 'Julie Brawn'; 'John Driscoll'; 'Chelsea Zielin'; 'Scott Yanofsky'
Cc: Eric Haaland; Erik Zandvliet; 'Tom Hastings'
Subject: My two pages of questions and comments about traffic on Sepulveda for tonight meeting
Attachments: Concerns about Gelson traffic study and impact on traffic.pdf; Concerns about Gelson traffic study and impact on traffic.docx

I've talked to both Eric Haaland, project manager for the Gelson's project and Erik Zandvliet, Traffic Engineer and taken a quick look at the KOA Traffic Study, dated 23 November 2015 available at the MB Planning Offices. I'm cc'ing them with further questions. I invited them to attend our meeting as well. I'll bring printed copies as well to the meeting.

Attached (and pasted below – take your pick) are my questions and comments about traffic on Sepulveda for tonight meeting in the MB Library Conference Room about the Gelson's project:

Concerns about the traffic problems created by Gelson's proposed project

While it will be nice to have a Gelson's nearby, those of us who have lived with the dangerous traffic conditions on Sepulveda Blvd between 8th and 6th streets are deeply concerned about the impact on the traffic flow along Sepulveda. Currently, there is about one fatal accident per year along this stretch of Sepulveda.

Suggestion 1: Add a deceleration lane between 9th and 8th street on the west side of Sepulveda

Of particular concern is traffic from the Sepulveda southbound right hand lane onto 8th street to reach Gelson's during the peak travel hours from 3 PM to 7 PM. The right hand lane has traffic traveling 30 to 35 miles an hour (and over), but there is a hill at 9th street that makes it impossible to see a line of backed up cars turning onto 8th street before it is too late to stop. The traffic study (KOA Gelson's traffic study, dated 23 November 2015 available for review at the MB City Hall) shows an additional 60 cars per hour turning right onto 8th street during afternoon peak traffic. Adding a full deceleration lane on the west side of Sepulveda between 9th street and 8th street would seem to be a prudent step.

I asked Erik Zandvliet (MB City Traffic Engineer) why not add a deceleration lane on the west side of Sepulveda between 9th street and 8th street, like has been done on the east side of Sepulveda of many establishments between Rosecrans and Artesia? His response that the reason for those deceleration lanes on the east side of Sepulveda is in anticipation of a Caltrans long range plan to add a full travel lane on the east side up and down Sepulveda in which case those deceleration lanes would become part of the extra lane.

Erik explained to me that In order to add such a deceleration lane on the west side of Sepulveda between 8th and 9th streets would require the City of Manhattan Beach to “condemn” the property (take the property by eminent domain and compensate the owners for the loss of the land for the lane) since the owners of the land are *not* part of the Gelson's market project.

Suggestion 2: Add a deceleration/acceleration lane between 8th and 6th street on the west side of Sepulveda

Another idea (that I did not have the time to bring up to Erik) is to require the developer to add a deceleration/acceleration lane between 8th and 9th street on the west side of Sepulveda. Since the Gelson's developer is the owner, this would not require any eminent domain. This idea would also require the developer to adjust the entrance/exit into/out of the parking lot appropriately nearer the middle of the property (currently it is nearer the south end of the property).

It is important to consider such a deceleration/acceleration lane now, rather than after the property is built and the parking lot space allocated, since the number of parking spaces would have to be reduced from the current plan. Parking is already a concern of the neighbors.

Question 1: Would adding a deceleration/acceleration lane between 8th and 9th street on the west side of Sepulveda reduce the chances for accidents and traffic jams?

Next steps in the traffic review process

I asked Erik about the sentence in the January 14, 2016 letter from Caltrans to Eric Haaland about the KOA Traffic Study, dated November 23, 2015 which says:

An encroachment permit will be required for any project work proposed on or in the vicinity of the Caltrans Right of Way (State Route 1), and all environmental concerns must be adequately addressed.

He explained that a "full EIR" (Environment Impact Report) is *not* required, only a "Mitigated Negative Declaration". I did not ask him how and who determined that a "full EIR" was not required.

Question 2: Who and why determined that only a Mitigated Negative Declaration was needed, instead of a full EIR? And why and what process was used to arrive that that decision?

Erik explained that the project has not yet had an "Official Comment" period. That is a 60 to 90 day period. During this period all questions and comments need to be addressed.

Question 3: What are the future steps before the project is approved? We need them described in writing please.

Tom Hastings
(310) 372-6734
Tom.hastings@alum.mit.edu

Eric Haaland

From: Welner <welner1@verizon.net>
Sent: Thursday, January 28, 2016 2:54 PM
To: Eric Haaland
Subject: corner of Sepulveda & 8th

Eric Haaland
Associate Planner
Community Development Department
Manhattan Beach, CA

Dear Eric:

As per our phone conversation today, I would like to go on record as being in favor of the Gelson project IF a southbound safety deceleration lane is installed for safer entry and exit of delivery trucks, and customer vehicles and traffic on fast flowing southbound Sepulveda. Lowering the speed at that intersection should be done regardless of whether or not the proposed M.B. Gelson's Market project is approved. It's always been a dangerous corner; therefore, lowering the speed limit at that intersection is a no-brainer.

Thank you for your cooperation.

Sincerely,

Sylvia Welner
1156 8th Street
Manhattan Beach
310-376-5821

Eric Haaland

From: John & Eileen Neill <jejneill@earthlink.net>
Sent: Sunday, January 24, 2016 4:47 PM
To: Eric Haaland
Cc: Marisa Lündstedt; Mark Danaj
Subject: MBRRD Concerns regarding Paragon-Gelson's Plan Submission

Eric: We have done a preliminary review of the Paragon-Gelson's proposed development plan submission and have the initial concerns/questions to which we would like a response. They are as follow:

1. Section 2.2.2 Related Projects neglects to include several large pending developments that could potentially produce a related cumulative environmental impact:
 - a) Skechers office plans on the westside of Sepulveda between Boundary and Duncan Avenue
 - b) Skechers office plans on the east side of Sepulveda between their existing office and Duncan Avenue
 - c) The SE corner of MBB and Sepulveda is slated for development beginning in 2016-2017
 - d) Wells Fargo lot on Sepulveda and MBB is zoned for an additional commercial business

Will the city ensure that Moore, lacafano Goltsman is informed of these related projects and that Paragon revise this section to include those projects?

2. Section 4.8.1 Hazards and Hazardous Materials:

Will the Hillman Reports be reviewed by Moore, et al or the city to determine how extensive their VOC testing was?

3. Section 4.8.2 Checklist Discussion: It was acknowledged that two Underground Storage Tanks are on the property (likely remnants of the City Yard). Checklist D states that if there were issues, they would be less than significant.

Will Moore et, al or the city be conducting an independent study to determine whether there is leakage that Hillman did not find?

4. Additionally, under the Unknown and Undocumented Contamination section, there is reference to the possibility of encountering hazardous materials in the soils or groundwater that could pose a significant impact.

Will Moore, et al and/or the city independently determine the significance of this impact?

5. Page 4.12-12: delivery trucks restricted to between 7:00 and 1:00 M-F, and between 8:00 to 10:00 on Saturday. However, the KOA traffic study on pages 46 and 49 indicate delivery and loading times between 7:00 and 1:30, Monday through Saturday. Additionally, the Attachment A: Project Description, page 4 confirms deliveries and loading times of 7:00-1:30 Monday through Saturday.

Can you have Paragon clarify this inconsistency?

6. Per City Code the required parking for a Food Store at 27694 square feet requires 1 space per 200 square feet = 138.4 spaces, Takeout at 709 square feet requires 1 space per 75 square feet = 9.4 spaces and a Bank at 7000 square feet requires 1 space per 300 square feet = 23.3 spaces. All total, 171 spaces are required per Code, not their ITE estimated 121-141 estimate for "shared" spaces. The site only provides 116, plus another legitimate 17 spaces on 8th for a total of 133 versus Code requirements of 171. The 12 stacked spots on 8th street, 20 leased spots offsite on 10th Street, and 5 leased spots across the street should not be counted per code.

Can you confirm that per city parking code, the plan as submitted is deficient to the tune of 20%? If it is not, can you please explain how they can use 'shared' spaces for two businesses that do not currently operate together?

7. Additionally, the plans which were submitted lack sufficient detail, and in our view, are not industry standard to allow confirmation of the space devoted to "restaurant" versus "grocery store".

Will the city be asking for a more detailed store plan which calls out the specific square footage dedicated to each section of the store? How will Moore, et al be able to evaluate the plan properly without this more detailed plan?

8. Paragon is using "trip counts" to justify a lower parking threshold. We are concerned about their comparables, i.e., the demographics of Pacific Palisades versus Manhattan Beach, peak periods for shopping activity, etc. We have done research and have data from MB grocery stores (Ralphs, Grow and Vons(MB and HB)) to support the fact that South Bay peak shopping is during rush hour and not at the times suggested by Paragon

Will Moore, et al and/or the city be conducting research to independently assess the validity of their 'trip count' methodology and comparables?

Thank you for your attention to these questions. We will likely have more and will aggregate them to the extent possible to limit the number of times our organization pings you with questions.

Sincerely,
Eileen Neill

Eric Haaland

From: John & Eileen Neill <jejneill@earthlink.net>
Sent: Sunday, January 24, 2016 3:31 PM
To: Eric Haaland
Cc: Marisa Lundstedt; Mark Danaj
Subject: Questions regarding Paragon-Gelson's Plan Submission

Eric: I hope all is well with you and a belated happy new year! The group of residents that have been engaging with you all at the city on the proposed Paragon-Gelson's development project over the past several months have formalized and we are now a 501(c)4 organization, Manhattan Beach Residents for Reasonable Development (MBRRD). We understand the city has hired Moore, Iacafano Goltsman to conduct a third party review of the Paragon proposal. We request that officers of MBRRD be allowed to directly meet with this firm to ensure that their review incorporates residents' concerns about the impacts we believe will result from this development as currently planned. As this firm will render an opinion that will serve as the basis for the city's ultimate recommendation to the Planning Commission, it is imperative that residents have input to better inform that opinion. If their review concludes without incorporation of residents' input, our position will be that their opinion was developed with insufficient depth of due diligence and care and would consider the third party review process to be flawed as a result.

This review process is currently underway, which means that time is of the essence. We request that this direct meeting occur within the next several days. City staff would be welcome to also attend this meeting in the spirit of full transparency and cooperation. Please let us know what dates and times would work for Moore, Iacafano Goltsman to meet with the MBRRD. Thank you and we look forward to hearing from you shortly.

Sincerely,
Eileen Neill
President, MBRRD

Eric Haaland

From: Marisa Lundstedt
Sent: Friday, January 22, 2016 10:16 AM
To: Laurie B. Jester; Eric Haaland
Subject: FW: Planning Commissions

FYI

Marisa Lundstedt
Director of Community Development

P: (310) 802-5503

E: mlundstedt@citymb.info



From: Kathy Fisher [mailto:kathy@growtps.com]
Sent: Thursday, January 21, 2016 2:45 PM
To: List - Planning Commission
Cc: kathy@mbproduce.net
Subject: Planning Commissions

Dear Planning Commissioners,

As a 13 year resident of Manhattan Beach, I am very concerned about the traffic and safety issues associated with the proposed Gelson's site. Last week in the Beach Reporter, Paragon stated that their delivery truck bay would be in use from 7:30-1:30 six days a week. That is a lot of trucks entering and exiting Sepulveda and 8th Street. Besides large trucks trying to maneuver on Sepulveda, there is no plan for a deceleration lane to allow cars to safely enter and exit. Travelling south down the hill towards the proposed site without a deceleration lane is dangerous and incredibly unsafe.

Please take the safety of all residents into consideration. The City of Manhattan Beach owes it to all who live and work here, the safest possible community when planning and approving projects.

Thank you for your consideration.

Kathy Fisher
549 21st Street
Manhattan Beach

Eric Haaland

From: Mark Shoemaker <markshoemaker@msn.com>
Sent: Thursday, January 21, 2016 12:49 PM
To: Eric Haaland
Cc: Marisa Lundstedt; Mark Danaj; Laurie B. Jester; John Driscoll; May, Dennis; Eileen Neill; Julie Brawn
Subject: Paragon Application for Gelson's

Happy New Year Eric,

Manhattan Beach Residents for Responsible Development were able to recently review some of Paragon's application for their Gelson's development. Per the City of MB website, "UPDATE 1/15/2016: The developers for Gelson's Market resubmitted a proposal on December 7, 2015 that is currently under review. The resubmitted material is available for review at the Community Development counter any time during regular business hours." We are concerned that over a month lapsed before the application resubmittal was announced to the Public, and want to be sure residents have ample time to review the application before our next Informational Meeting on February 8th, 2016.

In the spirit of Project transparency that Mayor Mark Burton assured residents during a related Community Meeting, we believe the complete Paragon application should be posted on the City of MB website as stated it will be in Section 1.4 in the "Initial Study/Mitigated Negative Declaration" prepared by Eco-Tierra on November 2015. Offering working residents a four day a week opportunity to review documents during City Hall hours, or having them pay \$145 for a paper copy of electronic documents as we did, is not in the spirit of transparency. We kindly request that all the application documents are posted on the City of MB website as stated they would, and that the review period be extended due to the delayed Public Notice.

Paragon, as most people know from experience, recognize that this major South Bay, and California State, Highway is the areas busiest roadway. It was very encouraging for Jim Dillavou from Paragon to state in his Master Application submittal on 11/23/15 Paragon's, "ability to incorporate a deceleration lane into the Project, should CalTrans and the City request it". Due to its' location, and since traffic safety is of utmost importance to all, there does not appear to any compelling reason not to accept this generous and thoughtful offer, and for the City of MB to make this a Project requirement. Recent, and planned, developments benefit greatly from deceleration lanes, and surely Gelson's customers, as well as vehicle traffic on Sepulveda, will benefit greatly from increased safe entry and exit into the Project site. Please advise if in fact a deceleration lane will become a Project requirement, and advise if it will not.

Since the deceleration lane is in everyone's best interest, the reduced Parking it creates will have to be readdressed. Currently, per City Code, our best estimate of required Parking is based on usage square footage:

Food Store at 27694 square feet requires 1 space per 200 square feet = 138.4 spaces

Takeout at 709 square feet (which we feel is under calculated) requires 1 space per 75 square feet = 9.4 spaces

Bank at 7000 square feet requires 1 space per 300 square feet = 23.3 spaces

All total, 171 spaces are required per Code; ITE estimated 121-141 with "shared" spaces. Frankly we feel the trip count estimated parking requirements are skewed in Paragon's favor, and that City of MB Code should be strictly followed. The Project site only provides 116 spaces, plus another legitimate 17 on 8th for a total of 133 versus Code requirements of 171. We believe the 12 spaces stacked on 8th, 20 spaces on 10th, and 5

spaces across the street should not be counted since two are subject to unavailability - leases can end, and the stacked parking is totally impractical for this busy traffic location.

The 10th street lot usage as described is totally false. Businesses on Sepulveda, as well as the Post Office, rely on that parking lot which is often full. By Paragon/Gelson's leasing 20 spaces, this will force local customers to find parking on the nearby residential streets. This is a Significant Impact to residential parking, as well as residential and Sepulveda traffic. When leases end, there will be further Significant Impacts. In order to prevent traffic and safety messes due to inadequate parking (like Trader Joes on MB Blvd.), Paragon should either invest in underground or rooftop parking to meet City Code, or they could scale back the scope/size of the project to provide for adequate onsite Parking.

In regards to delivery truck traffic, Sepulveda and residential streets throughout the City of MB will have Significant Impacts. Of great concern is northbound trucks turning west on 8th (the only route Paragon recommends); the left turn pocket cannot hold more than one 45 foot truck before vehicles will impede northbound traffic by fishtailing onto northbound Sepulveda lane number one. This will be a major Significant Impact, especially during morning rush hour when Gelson's delivery trucks will be using that left turn pocket.

Cars and trucks entering/exiting 8th, to use the 8th street driveway, will create a Significant Impact to that street from all directions. Traffic will snarl as both north and southbound Sepulveda traffic, along with 8th street traffic jockey to use the 8th street driveway; the deceleration lane on Sepulveda will help ease that situation. Cars and trucks exiting and turning right onto southbound Sepulveda will be Significant Impacts to southbound Sepulveda; delivery trucks will likely use 3 lanes to turn

southbound on Sepulveda. Again, the deceleration lane will ease that Significant Impact.

We are not completely aware of the current Project application process, but our understanding is that along with City of MB staff, a 3rd party is also reviewing the Paragon Project application. We would like to formally request the following concerns are made known as applicable to the City of MB personnel, as well as to the 3rd party reviewer(s). If the City of MB does not plan to make the following concerns known to the 3rd party reviewer(s), we request to be notified as such, and we will notify them directly. Reason being, we feel there are Significant Impacts that do not deserve to be classified as Mitigated Negative Declarations. We feel there are enough concerns and unknowns that this project is clearly worthy of a full Environmental Impact Report. The following Significant Impacts are identified by the section/page number in the IS/MND noted above:

Section 2.2.2: This section refers to the “cumulative effects” of nearby projects in the foreseeable future impacting this Project, unfortunately Table 2-2 left out some major developments that will cumulatively add to the Significant Impacts:

- a) Skechers office plans on the west side of Sepulveda between Boundary and Duncan Avenue
- b) Skechers office plans on the east side of Sepulveda between their existing office and Duncan Avenue
- c) The El Torito property in HB on the east side of Sepulveda north of Tennyson is for sale and will likely be developed
- d) The SE corner of MBB and Sepulveda is slated for development

- d) Wells Fargo on Sepulveda and MBB is zoned for another commercial business
- e) The 10th Street Post Office on Sepulveda is rumored to be going away, and could be developed.
- f) Increased traffic from planned developments in the Redondo Beach harbor area will increase traffic on Sepulveda.

Section 4.8.1: It's known that this proposed site was previously the City Yard with contaminated soil, and later an automobile dealer and repair facility where, per EPA documents, tank leaks have already occurred. The Hillman Report verified two Underground Storage Tanks (UST's) are on the property; we question how extensive or thorough their VOC testing was. Section 4.8.2, Checklist D, states that if there were issues they would be "less than significant". In fact, if the UST's need to be removed, and ground cleanup required, this could be "very significant", especially if there is more leakage that Hillman did not find. We know from the City of MB experiences at the Village and Metlox sites that underground contamination cannot be ignored. We request that this contamination be investigated further, and completely removed, to avoid any potential Significant Impacts.

Section 4.12: This Noise section does not adequately address the daily annoyance of "Beep, Beep, Beep..." that backing up delivery trucks will create. This noise is currently not normal on that property, and will be a "Significant Impact", especially in early morning hours.

We believe that all of the Significant Impacts described above, and likely more, do not qualify for Mitigated Negative Declarations, and require an Environmental Impact Report be performed before this project is ready to

be approved. Please plan to join us February 8th to hear more concerns regarding the Significant Impacts of this Project.

Best regards,

Mark Shoemaker

Manhattan Beach Residents for Responsible Development

From: ljester@citymb.info
To: markshoemaker@msn.com
CC: ; mlundstedt@citymb.info
Subject: RE: Thanks You for attending- Gelsons
Date: Thu, 31 Dec 2015 01:39:04 +0000

Mark-

Happy Holidays!

Yes it is available. A hard copy is available for review at our public counter. We do not have plans to post it on the website at this point.

I believe that one of the other neighbors already paid for and picked up a copy. You may want to talk to them

Thanks Laurie

Laurie B. Jester
Planning Manager
P: (310) 802-5510
E: ljester@citymb.info



From: Mark Shoemaker [mailto:markshoemaker@msn.com]
Sent: Tuesday, December 29, 2015 9:12 AM
To: Laurie B. Jester
Subject: RE: Thanks You for attending- Gelsons

Happy Holidays Laurie,

Is the Paragon application for Gelson's available now for public review? If so, is there any plan to post it on the City website? If not what is the best way to get a copy for review?

BTW, it was very encouraging that the Skechers developer scaled back their project based on Community concerns. I really hope Paragon takes heed and does the same in regards to safe entry and exit to the proposed site, and provides ample parking so we don't end up with situation worse than Trader Joes on MB Blvd.

Best regards,

Mark Shoemaker

From: ljester@citymb.info
To: markshoemaker@msn.com
CC: mlundstedt@citymb.info
Subject: RE: Thanks You for attending- Gelsons
Date: Mon, 26 Oct 2015 15:02:52 +0000

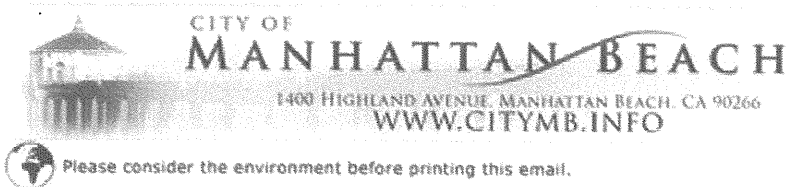
Mark-

You're welcome! I've seen my fair share of unhappy audiences, it goes with the territory. I'm looking forward to having more information to share too.

Take care

Laurie

Laurie B. Jester
Planning Manager
P: (310) 802-5510
E: ljester@citymb.info



From: Mark Shoemaker [<mailto:markshoemaker@msn.com>]
Sent: Friday, October 23, 2015 5:53 PM
To: Laurie B. Jester
Subject: Thanks You for attending

Hello Laurie,

Thank you for attending the Informational Meeting and taking the time to explain the CEQA process. Based on your explanation, and a little more research on my own, I have a much better understanding of the process you are conducting for the City, and how things will be progressing. I know the audience got a little charged, and hope you are not offended. When Paragon has completed their application, I am looking forward to reviewing their proposed plan.

Best regards,

Mark Shoemaker

Eric Haaland

From: Juliebrawn <julieshaffner@yahoo.com>
Sent: Thursday, January 21, 2016 8:46 AM
To: Marisa Lundstedt; Eric Haaland
Cc: mdanaj@citymb.com; jack@airportpropertyventures.com; Eileen; Mark Shoemaker; Douglas Brawn; Dennis and Etta; Andrew Henderson; driscoll.company@verizon.net
Subject: Paragon/ Gelsons

Dear Marisa and Eric,

Happy new year. I hope the holidays treated you both well.

We had a large meeting last night concerning the revised application submitted by Paragon.

We, the "Manhattan Beach Residents for Responsible Development," as well as our counsel, have serious concerns with the new application. We would like an opportunity to voice these concerns to Manhattan Beach city staff and Moore, Iacafano Goltsman.

Please advise on how we can do such.

We will be hosting another large meeting on February 8th with all of our members and many other concerned residents. We would like to have answers to our questions as well as an opportunity to voice our concerns to Moore, Iacafano, Goltsman before this meeting.

This will ensure more transparency in this process, and enable us to properly address all of the concerns and update our fellow residents who are extremely worried about the new application.

Best regards,

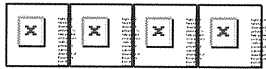
Julie Shaffner Brawn

Eric Haaland

From: Marisa Lundstedt
Sent: Wednesday, October 21, 2015 10:39 PM
To: Eric Haaland
Cc: Laurie B. Jester
Subject: Fwd: Proposed Gelson's Project
Attachments: bluemanmxl.png

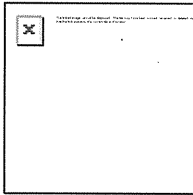
FYI
Begin forwarded message:

From: Jan Mills <janmillsmb@me.com>
Date: October 11, 2015 at 4:16:35 PM PDT
To: <PlanningCommission@citymb.info>
Subject: Proposed Gelson's Project



Concerns Regarding Gelson's Project

Jan Mills
3:14 PM.
To: Cc: Mark Danaj, Nadine Nader, Marisa Lundstedt



Hello,

I am writing to request that you consider my concerns with respect to the proposed Gelson's in our neighborhood.

Should this project be approved, our peaceful, residential neighborhood will be permanently destroyed. It will turn the surrounding streets into thoroughfares as shoppers seek to avoid the traffic on Sepulveda and as trucks make their deliveries many times a day. The adjacent streets will unequivocally become a means of access - turning a neighborhood where people often walk/jog/push strollers in the street, where teenagers throw the football, and young children play at the Larsson St. Parkette - into streets that might as well have double yellow lines painted

down the middle. This is not at all what residents bargained for when they purchased property in this tranquil location.

If you think I am being overly dramatic, I'd like to request that you drive over to the proposed site at 5pm and stay for an hour or so and think about what route you would take from various areas of Manhattan Beach. Look at the traffic. Would your first choice be to access the store from Sepulveda? Why would you when you can cut through on the streets directly to the west? Please also think about the other grocery stores in our area. With the exception of the small Trader Joe's (built as a grocery store in the late 1950's, long before the South Bay had traffic like it does now – and where cars often back up on Manhattan Beach Blvd. to gain access) all of the area grocery stores can be accessed by 2 major arteries with double lanes, double yellow lines or with median strips and stop lights: Ralph's (Marine, Rosecrans, Sepulveda), Little Ralph's (Aviation, Sepulveda), Vons (Ardmore, Pier Ave), Little Vons (Manhattan Beach Blvd., Valley), Haagen (Artesia and Rindge).

Gelson's would be the ONLY grocery store built in recent history accessible by just one major thoroughfare and all of the adjacent residential streets will become, by default, access streets.

We have lived in Manhattan Beach for twenty-nine years and have seen it change a great deal. One expects this over time. But approving a project that would decimate an entire neighborhood seems unconscionable. There must be less impactful uses for this commercial site.

Sincerely,

Jan Mills

janmillsmb@hotmail.com

Marisa Lundstedt
Director of Community Development

P: (310) 802-5503

E: mlundstedt@citymb.info



From: Manhattan Beach Residents for Responsible Development
<manbeachneighbors@gmail.com>
Sent: Friday, September 25, 2015 10:37 AM
To: Eric Haaland
Subject: Stop Gelson's - News and Updates

**Manhattan Beach Residents for Responsible Development
STOP GELSON'S**

Did you know...

Parking Variances of Other Grocery Stores in Manhattan Beach

Vons Downtown -- 0% variance -- PARKED TO CODE

Trader Joe's (Rosecrans Center) -- 0% variance -- PARKED TO CODE

Fresh and Easy -- 0% variance -- PARKED TO CODE

Ralph's -- 0% variance -- PARKED TO CODE

BevMo -- 0% variance -- PARKED TO CODE

Grow - 0% variance - PARKED TO CODE

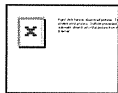
Trader Joe's (MB Blvd) -- **10% variance -- CODE EXCEPTION** ...and we all know what a disaster this is.

GELSON'S -- over a 30% variance

requested on SR1, Sepulveda, one of California's largest arterial highways.

IS THIS RESPONSIBLE DEVELOPMENT?

Mark Your Calendar!



Upcoming Events

Meet and Greet

Sunday, Oct. 25th at Barsha

More details to come.

Informational Meeting

Wednesday, Oct. 21st 7-8:30pm at the MB Library Meeting Room

The Manhattan Beach Residents Association has invited neighborhood representatives, Gelson's and Paragon Development spokespeople to discuss the proposed project. Residents are encouraged to bring their questions. Is this just an

NIMBY (not in my backyard) issue or is it a wider problem that speaks to our failure as a community to protect our wonderful town?

Get Involved

Manhattan Beach Hometown Fair

Saturday, Oct. 3 and Sunday, Oct. 4

Our group will have a booth both days to help spread our message. If you can give a few hours of your time on either day please contact Eileen Neill at jejneill@earthlink.net. Let's all work together and get our message of responsible development out there.

Yard Signs

New yard signs are being made. Please call 310.990.9439 if you'd like one.

[Visit Our Website](#)

STAY CONNECTED:



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Manhattan Neighbors | Manhattan Beach | manhattan beach | CA | 90266

Eric Haaland

From: Marisa Lundstedt
Sent: Tuesday, August 11, 2015 12:48 PM
To: Eric Haaland
Subject: FW: Gelson's

Eric,
Can you put this in the file and make sure the PC gets it?

Marisa Lundstedt
Director of Community Development

P: (310) 802-5503
E: mlundstedt@citymb.info



From: Craig Sussman [mailto:sussman.chs@icloud.com]
Sent: Tuesday, August 11, 2015 12:41 PM
To: Marisa Lundstedt
Subject: Gelson's

I would appreciate you forwarding on the following message to all Planning Commissioners.

My wife & I, 28 year MB residents, are greatly in favor of the new proposed Gelson's. Gelson's would add value to the city and offer the hill & sand section residents an upscale neighborly premium business to the area. The residents living adjacent to PCH were well informed when they purchased their properties that PCH is a major commercial zone and nothing has changed. I see no downside to Gelson's; only positives.

If you feel otherwise, I'd be most interested in hearing your specific reasons.
Kind regards,
Craig Sussma

Eric Haaland

From: John & Eileen Neill <jejneill@earthlink.net>
Sent: Tuesday, July 07, 2015 8:44 PM
To: List - Planning Commission; Marisa Lundstedt; Eric Haaland; Erik Zandvliet; rmcDougall@gelsons.com; mdelorenzo@gelsons.com; Chris Vargas; Mark Danaj
Subject: Gelson's March 4, 2015 Letter to Manhattan Beach Planning Commission
Attachments: 2015 07 07 Letter to Planning Commission.pdf

To All: Please find attached a letter which expresses the concern of ourselves and several of our neighbors regarding the intent expressed by Gelson's, through a representative, in a letter to the Planning Commission on March 4, 2015 to apply for a liquor license that would enable the consumption of alcohol on the premises of the proposed site at 707 Sepulveda Blvd. in Manhattan Beach.

Sincerely,
John and Eileen Neill
611 Larsson Street
Manhattan Beach, CA 90266
310-798-4746

Eric Haaland

From: Marisa Lundstedt
Sent: Wednesday, June 17, 2015 10:58 AM
To: Laurie B. Jester; Eric Haaland
Subject: Fwd: Gelson's store bad for area

FYI

Begin forwarded message:

From: Mark Danaj <mdanaj@citymb.info>
Date: June 17, 2015 at 8:54:19 AM PDT
To: Mary Kirchwehm <mkirchwehm@citymb.info>
Cc: Marisa Lundstedt <mlundstedt@citymb.info>
Subject: Fwd: Gelson's store bad for area

Please send emails like this to Marisa if she's not already cc'd.

Begin forwarded message:

From: Jon Chaykowski <rideformbef@yahoo.com>
Date: June 17, 2015 at 6:59:10 AM PDT
To: City Council <citycouncil@citymb.info>
Subject: Gelson's store bad for area
Reply-To: Jon Chaykowski <rideformbef@yahoo.com>

City Council Members,

I know you have received and heard many comments about the proposed Gelson's store at 8th and Sepulveda. I have written/spoken to you about my concerns on subject.

Let me make this simple for you and not repeat details. The overall impact on area will be very negative. That spot is not a good location for such a high traffic establishment. Let them locate elsewhere in MB, such as just a few blocks away, at the vacant corner at Sepulveda and MB Blvd - but NOT at 8th and Sepulveda.

Also, PLEASE make sure that ALL discussions on Gelson's and others' proposals for that location are done ONLY following LOUD and CLEAR announcements to hill section residents. Local residents, including me, want to be included.

One exception: If you are going to stop/disapprove Gelson's proposal at 8th and Sepulveda, a simple email to residents will suffice.

Sincerely,

Jon C.

Mark Danaj
City Manager

P: (310) 802-5053

E: mdanaj@citymb.info



Eric Haaland

From: Patricia Brown <patti.brown@hotmail.com>
Sent: Tuesday, June 02, 2015 12:59 PM
To: Marisa Lundstedt
Cc: Eric Haaland
Subject: RE: Gelson's Project Update on Parking

Hi Marisa and Eric,

We the residents of the hill section of Manhattan Beach want more transparency as to what is going on with the proposed Gelson's project that is going to highly affect our neighborhood.

We understand the developer has been trying to negotiate additional parking with several surrounding businesses. It appears from conversations with the company who is leasing the parking lot on the NW corner of 8TH Street, that they are in negotiations for a longterm lease at the moment which is most likely with the Gelson's developer. My understanding is that a longterm lease for such approvals in Manhattan Beach is for only 10 years. Surrounding cities like Santa Monica and Torrance require a 100 year lease for situations like this where a business is trying to meet its parking requirements. A ten year lease is only pushing the problem down the road and will eventually impact the current residents. After ten years, the overflow employee/customer parking will most likely be on our surrounding streets as the value of that parcel will suggest the need to develop such for a greater return. We on Larsson already have tons of resident parking between 2ND and 8TH due to "no parking" on a significant part of our street. This reduced parking is from 1/2 lot residences whose frontage is driveways that are not sufficient for their properties. The little remaining curbed parking is due to the need for red curbing on the already multiple busy intersections that have seen frequent accidents in the past.

Also, under no circumstance will we allow the residential lot on the SE corner of 6TH continuing as a commercial parking lot should that business be sold or the land leased to others. The lot is to return to residential when that building transfers ownership per the city. I still wonder how that was ever allowed in the first place.

With regards to utilization of the parking lot on the NW corner of 8TH, the question is "How will people crossing 8th street with shopping carts be impacted with what will already be a even heavier traveled intersection with the addition of the Gelson's traffic?" The answer is that it will be a significant safety hazard to those pedestrians and the traffic coming on and off Sepulveda. This is even more of a terrible idea then the idea of a Gelson's there in the first place. These developers are looking for anyway to make the project fit the space, when it simply does not.

Several MB residents have gone to Pacific Palisades to talk with that Gelson's manager and also to review their employee and customer parking there. That parking has overflowed into the residential streets and onto closed business parking lots. We do not want that here in Manhattan Beach. With this decreased parking allowance, we will be subjected to exactly this. As I have stated before, we need an EIR for this project to proceed.

Regards,
Patti Brown

511 Larsson Street
Manhattan Beach, California 90266
310-261-4730

From: mlundstedt@citymb.info
To: patti.brown@hotmail.com
CC: ehaaland@citymb.info
Subject: RE: Gelson's Project Update
Date: Fri, 15 May 2015 03:58:56 +0000

Patricia,

Sorry for the delay in the response, as I have been in some training this week. Thank you for your concerns and we are keeping all feedback in mind as we move through this process.

In regards to your concerns outlined in this email, we do not take into account on-street parking. That is not factored in to their requirements. If you have additional concerns/comments please make sure to reach out to the Project Planner at the email above.

Thanks again,
Marisa

Marisa Lundstedt
Director of Community Development

P: (310) 802-5502
E: mlundstedt@citymb.info



From: Patricia Brown [mailto:patti.brown@hotmail.com]
Sent: Wednesday, May 13, 2015 10:49 AM
To: Marisa Lundstedt
Cc: julieshaffner@yahoo.com; Gary Troop
Subject: Gelson's Project Update

Hi Marisa,

I just wanted to followup with you after our meeting with myself, Julie Shaffer Brawn and several planning/traffic staff on April 15TH. Thank you for scheduling that and hearing our concerns on what we believe will affect our neighborhood in parking, traffic, noise, trash and other nuisances from a project too large for that space.

Since our meeting, it has come to our attention that the developer has hired Bunny Srour from Srour and Associates (a real estate development management consulting company) located at the office building in the adjacent SW corner of the Gelson's project parcel. The exact location of that building is 1001 6TH Street. That office building has been a parking nightmare since I bought my house in 1997. Although the entire underneath of the building was approved with resident/client parking, it has been rarely ever used. Instead, they use 6TH and Larsson as their private parking lot. This parking issue initiated a movement back in the 2000's to paint the curbing red in that intersection due to safety concerns with the double

parking on a daily basis by contractors etc picking up and dropping plans off at Tomaro Architecture along with all the other business owner and client parking on that stretch of 6TH that is very narrow with an uphill/downhill traffic flow. I brought this point up at our meeting and both Eric's verified the reality of such non use of their underground parking. They also said that that situation would not occur today due to conditional use permitting, but since that was not the case then...we can not require them to park there. Interesting enough, their garage is now being used by all those cars who daily parked on our streets. Could it be that we are trying to present to those doing the parking studies that parking is underutilized in this area? I can assure you that is normally not the case during the day, evening or night in our neighborhood with the lack of parking in front of many of the residences. That business/office building/owners have a financial interest in this project going thru and under the current reduced parking criteria. This needs to be investigated by the city and verified of its occurrence by neighbors in the vicinity of that building. This distorts the study and I guarantee you that they will resume parking on the streets once this process has concluded.

I firmly believe that an EIR is the only way that this project can fairly proceed. Please contact me at your earliest to discuss at 310-261-4730.

Regards,
Patti Brown

Eric Haaland

From: John & Eileen Neill <jejneill@earthlink.net>
Sent: Tuesday, May 26, 2015 10:42 PM
To: Marisa Lundstedt; Eric Haaland
Cc: manbeachneighbors@gmail.com; List - Planning Commission
Subject: re: Questions posed to Gelson's Directly by Concerned Citizens

Marisa and Eric: I hope you had an enjoyable holiday weekend. At the May 14th Paragon/Gelson's neighborhood presentation, a group of concerned residents posed a number of questions directly to both entities. As you are aware, neither party appeared prepared to answer any questions. In fact, you, Marisa, appeared to be the only person with any relevant comments and answers. A number of us have reviewed the Paragon/Gelson's project application and preliminary traffic study results. These have raised many questions as to the basis of their estimates. We have corresponded directly with the CEO of Gelson's, Rob McDougall. Below are the questions we posed in our most recent communication. Gelson's has been essentially non-responsive to our outreach thus far. If they genuinely want to hear our concerns in order to address them, as they have stated, their actions indicate they have little regard. We intend to continue to press them directly with our questions as Paragon did say that Gelson's had initially identified the proposed site and they appear to be the driver of the development project. We understand Gelson's parent, TPG, a well-known private equity investor, purchased them for a large sum last year, installed a new CFO, and is pressing them to grow aggressively in order to achieve a high return on their investment within a roughly five year time horizon. We do not think it is in our, or Manhattan Beach's, best interests to let a business bent on satisfying their parent company's investment objectives to run roughshod over us with questionable estimates regarding traffic, parking and noise.

We will share with you all whatever information we glean from our efforts and ask that you keep us apprised of additional information on this project. Thanks.

- 1) expected sales and revenue projections segregated by the items that would be taxable and those items which would be tax exempt in the state of California,
- 2) number of expected transactions per day,
- 3) number of employees expected on-site at any point in time,
- 4) merchandise delivery times,
- 5) number of expected customers per day so we get a sense of the projected volumes of customers that would be generating traffic through our neighborhood and would require parking.

Sincerely,

Eileen Neill
310-798-4746
611 Larsson Street, MB

Eric Haaland

From: Marisa Lundstedt
Sent: Thursday, May 14, 2015 8:59 PM
To: 'Patricia Brown'
Cc: Eric Haaland
Subject: RE: Gelson's Project Update

Patricia,

Sorry for the delay in the response, as I have been in some training this week. Thank you for your concerns and we are keeping all feedback in mind as we move through this process.

In regards to your concerns outlined in this email, we do not take into account on-street parking. That is not factored in to their requirements. If you have additional concerns/comments please make sure to reach out to the Project Planner at the email above.

Thanks again,
Marisa

Marisa Lundstedt
Director of Community Development

P: (310) 802-5502

E: mlundstedt@citymb.info



From: Patricia Brown [<mailto:patti.brown@hotmail.com>]
Sent: Wednesday, May 13, 2015 10:49 AM
To: Marisa Lundstedt
Cc: julieshaffner@yahoo.com; Gary Troop
Subject: Gelson's Project Update

Hi Marisa,

I just wanted to followup with you after our meeting with myself, Julie Shaffer Brawn and several planning/traffic staff on April 15TH. Thank you for scheduling that and hearing our concerns on what we believe will affect our neighborhood in parking, traffic, noise, trash and other nuisances from a project too large for that space.

Since our meeting, it has come to our attention that the developer has hired Bunny Srour from Srour and Associates (a real estate development management consulting company) located at the office building in the adjacent SW corner of the Gelson's project parcel. The exact location of that building is 1001 6TH Street. That office building has been a parking nightmare since I bought my house in 1997. Although the entire underneath of the building was approved with resident/client parking, it has been rarely ever used. Instead, they use 6TH and Larsson as their private parking lot. This parking issue initiated a movement back in the 2000's to paint the curbing red in that intersection due to safety concerns with the double parking on a daily basis by contractors etc picking up and dropping plans off at Tomaro Architecture

along with all the other business owner and client parking on that stretch of 6TH that is very narrow with an uphill/downhill traffic flow. I brought this point up at our meeting and both Eric's verified the reality of such non use of their underground parking. They also said that that situation would not occur today due to conditional use permitting, but since that was not the case then...we can not require them to park there. Interesting enough, their garage is now being used by all those cars who daily parked on our streets. Could it be that we are trying to present to those doing the parking studies that parking is underutilized in this area? I can assure you that is normally not the case during the day, evening or night in our neighborhood with the lack of parking in front of many of the residences. That business/office building/owners have a financial interest in this project going thru and under the current reduced parking criteria. This needs to be investigated by the city and verified of its occurrence by neighbors in the vicinity of that building. This distorts the study and I guarantee you that they will resume parking on the streets once this process has concluded.

I firmly believe that an EIR is the only way that this project can fairly proceed. Please contact me at your earliest to discuss at 310-261-4730.

Regards,
Patti Brown

Eric Haaland

From: John & Eileen Neill <jejneill@earthlink.net>
Sent: Monday, May 11, 2015 7:51 PM
To: info@paragoncommercialgroup.com
Cc: julieshaffner@yahoo.com; driscoll.company@verizon.net; eaviram@gmail.com; frank@frankkilpatrick.com; ettawmay@hotmail.com; jandavidson@verizon.net; popeyedileva@gmail.com; mbottene@verizon.net; chelseabianca@gmail.com; dszielin@hotmail.com; tessnrex@yahoo.com; rp Ruiz@raytheon.com; slytfg@me.com; zishayamano@yahoo.com; sueknei@aol.com; jcw501@aol.com; eaw501@aol.com; janmillsmb@mac.com; greggfine@gmail.com; denisemiley@outlook.com; drelizgilbert@gmail.com; robine@skechers.com; a.jonesco@gmail.com; guinto66@yahoo.com; Marisa Lundstedt; Eric Haaland; List - Planning Commission; List - City Council; slaysman@aol.com
Subject: re: Community presentation of Paragon-Gelson's proposed development

Mr. Harrigian: Thank you for inviting residents to provide questions in advance of your firm's community presentation on May 14th. I am writing to request that you bring copies of the materials you have provided thus far to the City of Manhattan Beach in terms of the following:

1. Traffic impact study
2. Environmental Impact Study
3. Projected tax or other related revenues to the City of Manhattan Beach (and the back-up data which supports these projections)
4. Gelson's business plan for this site

A few of us have requested access to the information currently on file with the City, but it was explained to us that since the studies were still in progress, the City was not at liberty to provide copies, although we have been offered the opportunity to make an appointment to review the materials in person. As we do not wish to inundate our City staff with multiple requests for appointments to review these materials, it would be very helpful to the many of us who are deeply concerned about the impacts of a grocery store with this scale on our neighborhood that your firm have available at the presentation complete packets of these materials to hand out. There will probably be about 20 or so of us at the minimum so please plan accordingly on the number of copies. We expect your presentation to focus on the concrete aspects of this proposal in terms of traffic flow and parking as we are not interested in spending time on the tangential aspects (i.e., convenience of grocery store on W side of Sepulveda, another food market choice, etc.) which are difficult to quantify or project with any statistical validity.

Sincerely,

Eileen Neill
611 Larsson Street
MB, CA 90266
(H) 310-798-4746
(O) 310-260-6750
(C) 310-251-1879
jejneill@earthlink.net

Eric Haaland

From: John & Eileen Neill <jejneill@earthlink.net>
Sent: Friday, May 08, 2015 6:03 PM
To: Marisa Lundstedt
Cc: Eric Haaland; Laurie B. Jester
Subject: RE: re: Proposed Gelson's Project

Ms. Lundstedt: Thank you for the response below. I would like to schedule a review of the project file and will coordinate with Mr. Haaland and perhaps some of the other residents so we can be more efficient with Mr. Haaland's time given a number of the residents have expressed interest in reviewing this file. We just received our flyer today, which is disappointing since it is only 4 business days away and doesn't give us much time to put together a coordinated neighborhood response. I appreciate the prompt response to my e-mails and I hope you have a nice weekend.

Eileen Neill

From: Marisa Lundstedt [mailto:mlundstedt@citymb.info]
Sent: Friday, May 08, 2015 4:47 PM
To: 'John & Eileen Neill'
Cc: Eric Haaland; Laurie B. Jester
Subject: RE: re: Proposed Gelson's Project

Mrs. Neill,

Thank you so much for your comments. I was aware of your earlier questions and asked the project planner respond which he did on 5/4 (see attached). If we have missed other questions please let us know. Your list of concerns provided on 4/26 (via email) are also being taken under consideration as we move through the entitlement process.

In regards to the environmental review process, the application is not complete and is evolving, so the type of requisite environmental review document has not been determined. The project file is available for public review anytime during business hours, but it would probably be most beneficial to schedule a time with Eric Haaland the project planner at 310-802-5511.

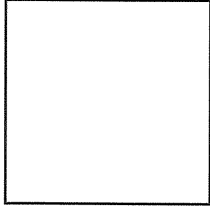
In addition, our understanding is that the project applicant is also coordinating a neighborhood meeting next Thursday 5/14 and we would encourage you to attend to learn more about the proposal, ask questions and voice your concerns. If you have not received that flyer let me know.

Have a good weekend,
Marisa Lundstedt

cc: Planning Commission and Council

Marisa Lundstedt
Director of Community Development
P: (310) 802-5502

E: mlundstedt@citymb.info



From: John & Eileen Neill [mailto:jejneill@earthlink.net]
Sent: Thursday, May 07, 2015 10:01 PM
To: List - Planning Commission; List - City Council
Subject: FW: re: Proposed Gelson's Project

From: John & Eileen Neill [mailto:jejneill@earthlink.net]
Sent: Thursday, May 07, 2015 9:15 PM
To: 'mlundstedt@citymb.info'
Subject: re: Proposed Gelson's Project

Ms. Lundstedt: I have contacted you on a previous occasion to ask questions regarding the proposed Gelson's project. I am a Larsson Street resident that is extremely concerned about this proposal. I have lived on Larsson Street for 18 years and found the various auto dealerships that previously occupied that site to be relatively benign commercial neighbors as the hours of business were reasonable, the noise levels low and the associated traffic was tolerable. Gelson's is a completely different animal and, in my view, unacceptable for multiple reasons: traffic, noise 7 days per week, trash generation, water consumption, rodent infestation. Key to our neighborhood's concerns are the traffic and parking issues.

I understand that the developer, Paragon, conducted a traffic study (which, frankly, I believe has to be taken with a grain of salt because whatever vendor they paid to conduct such a study is not going to produce an opinion which would prove in any way detrimental to their proposed project) is still not available for public review. It is really important that we in the neighborhood that would be most negatively impacted by this project understand whether an Environmental Impact Review was also included in that study. My understanding from the outreach we have conducted with friends and relatives in the commercial real estate development field is that the Environmental Impact Review is standard procedure in the cases where the development project is for a business that differs substantially from prior businesses or which represents a new, initial development. As Gelson's is a retail business and the auto dealerships were a consumer staples business, I strongly feel that this review needs to be a component of whatever study has been conducted to support this project. Please let me know when the study conducted by Paragon will be available for public review and whether it includes an Environmental Impact Review.

Sincerely,

Eileen Neill
611 Larsson Street
(h) 310-798-4746
(o) 310-260-6750
jejneill@earthlink.net

Eric Haaland

From: Marisa Lundstedt
Sent: Friday, May 08, 2015 5:01 PM
To: Laurie B. Jester
Cc: Eric Haaland
Subject: FW: City Council

FYI

Marisa Lundstedt
Director of Community Development

P: (310) 802-5502

E: mlundstedt@citymb.info



From: Marisa Lundstedt
Sent: Friday, May 08, 2015 4:57 PM
To: 'Renee Whitcombe'
Subject: RE: City Council

Thank you for your comments Ms. Whitcombe. We will definitely consider your concerns as we proceed through the entitlement process and include you on the distribution for any public outreach meetings.

cc: Council

Marisa Lundstedt
Director of Community Development

P: (310) 802-5502

E: mlundstedt@citymb.info



From: Renee Whitcombe [<mailto:renee@buddingfamily.com>]
Sent: Thursday, May 07, 2015 11:26 PM
To: List - City Council
Cc: Marisa Lundstedt
Subject: Fwd: City Council

The the MB City Council.

I am an 18 year home owner/resident on Larsson Street, and would like to express my concern about the plans for a Gelson's on Sepulveda between 6th and 8th streets.

I believe this type of business will result a significant increase in traffic and congestion along a stretch of Sepulveda that is already busy and congested at many times throughout the day. This particular stretch has seen more accidents and fatalities than ever before, and the addition of

Gelson's adds significant inconvenience (traffic) as well as a great level of danger. I have teens who attend our MB public schools east of Sepulveda, and this impacts their ability to travel to-and-from school safely.

I further believe the parking is not sufficient for this type of business, which will drive through traffic onto Larsson Street. This will impact the safety and noise of the MANY young children who live and play here, as well as the little ones from nearby streets who walk to Larsson Parkette on a daily basis.

Finally, as already evidenced from the existing food establishments on Sepulveda near my home (Taco Bell being the most glaring example), the addition of Gelson's means the addition of trash and loitering in our residential neighborhood.

Please consider the negative impact of a Gelson's at this location, and do not allow this business to locate here.

Renee Raab Whitcombe
renee@buddingfamily.com

228 Larsson Street
Manhattan Beach, CA 90266

Eric Haaland

From: Marisa Lundstedt
Sent: Friday, May 08, 2015 4:07 PM
To: Laurie B. Jester; Eric Haaland
Subject: FW: 8th and Sepulveda - proposed store

FYI

Marisa Lundstedt
Director of Community Development

P: (310) 802-5502
E: mlundstedt@citymb.info



From: Jon Chaykowski [<mailto:rideformbef@yahoo.com>]
Sent: Friday, May 08, 2015 3:27 PM
To: Marisa Lundstedt
Subject: Re: 8th and Sepulveda - proposed store

Marisa,

Thank you for email.

You can forward this email noting "my concerns at bottom of this email."

Sincerely,
Jon Chaykowski

From: Marisa Lundstedt <mlundstedt@citymb.info>
To: Jon Chaykowski <rideformbef@yahoo.com>
Cc: Eric Haaland <ehaaland@citymb.info>; Mark Burton <markfburton@gmail.com>
Sent: Friday, May 8, 2015 2:32 PM
Subject: Re: 8th and Sepulveda - proposed store

Jon - please email me any of your concerns and I will pass them onto the planning manager and project planner and make sure they are reviewed and considered in the entitlement process.

Thank you for reaching out.

Marisa Lundstedt

Director of Community Development

P: (310) 802-5502
E: mlundstedt@citymb.info



On May 8, 2015, at 2:26 PM, Mark Burton <markfburton@gmail.com> wrote:

Jon:

Good afternoon! You should contact our Community Development Director, Ms. Marisa Lundstedt. Regards, Mark

On Fri, May 8, 2015 at 1:41 PM, Jon Chaykowski <rideformbef@yahoo.com> wrote:
Mark,

Thanks for your reply. If it is at "staff level", to whom do I write/speak to communicate my concerns?

Jon C.

From: Mark Burton <markfburton@gmail.com>
To: Jon Chaykowski <rideformbef@yahoo.com>
Sent: Friday, May 8, 2015 7:51 AM
Subject: Re: 8th and Sepulveda - proposed store

Dear Jon:

Thank you for your email...much appreciated. FYI: This proposed project is currently at the staff level and it will be quite some time before, or if, it comes to City Council. I can tell you that "the process" for development invites and encourages several opportunities for public input. I have already met with a wonderful group of neighbors who live on Larson to explain the process and the opportunities for their voices to be heard. If you would like to discuss this matter, I can be reached at [\(310\) 562-7897](tel:3105627897).
Regards, Mark

On Thu, May 7, 2015 at 5:17 PM, Jon Chaykowski <rideformbef@yahoo.com> wrote:
Dear Council members,

I read in the Beach Reporter that someone is proposing a grocery store at 8th and Sepulveda. Additionally, the proposal includes a possible bank.

"Fancy" upscale store or discount store, traffic/etc there will negatively effect the neighboring area. Nearby residents worry about traffic/parking in the neighborhood. However, the company proposing the store stated the residents' "opinion is not qualified" but "our's is". What arrogance! The builders do not have to live near it.

I strongly request that the Council allow only business buildings that will have minimal flow of traffic, e.g., business offices, where tenants come in the morning and leave at the end of the business day.

The neighbors' concerns/arguments noted in the Beach Reporter are very valid. Or, to use words like those of the "seemingly arrogant" developers, I believe the "opinions of the neighbors are VERY qualified".

The concerns of residents come FAR before the wishes of a developer or investors.

Sincerely,
Jon Chaykowski



RECORDS REQUEST FORM

Community Development Department 1400 Highland Avenue, Manhattan Beach, CA 90266
 (310) 802-5500 FAX: (310) 802-5501 www.citymb.info

Per the California Public Records Act (CPRA), I hereby request reproduction of the following records and I understand the City has 10 days to respond to my request. Upon the production of said records, I agree to pay the appropriate fees as follows:

Document reproduction fees: From paper originals, microfiche or Electronic images: \$0.10 per page – Certified copies \$1.00 per page
 Email electronic documents: \$0.10 per image – maximum email size is 10MB PDF format only
 Electronic documents: CD \$40.00 – maximum 700MB per CD

Custom Reports/Listings: Data Extraction from PERMITS database – Single record: \$20.00 Multiple records: \$60.00
 Programming for complex special database queries: \$80/Hr
**We will notify you if computer programming time is required to fulfill your request.
 Payment for programming time must be paid before documents or report will be produced.**

Please complete the form below to request public records under the CPRA. The shaded areas are mandatory:

YOUR NAME <i>Julie Brown</i>	PHONE NUMBER <i>310 650 0172</i>
ORGANIZATION (IF APPLICABLE)	FAX NUMBER
MAILING ADDRESS (STREET ADDRESS & UNIT NUMBER) <i>001 Larsson Street</i>	EMAIL ADDRESS <i>julie.shaffner@yahoo.com</i>
CITY, STATE & ZIP CODE <i>Manhattan Beach, CA 90266</i>	Property Address:

RECORDS REQUESTED - INCLUDE: Type of records, Legal Property Address AND, IF APPLICABLE, LibertyNet Item Number AND Image Numbers. CHECK ONE: <input checked="" type="checkbox"/> Ltr <input type="checkbox"/> Lgl <input type="checkbox"/> CD
<i>Traffic and Parking Study - 707 N Sepulveda Use Permit</i>
<i>Applicant's Plans/Application 707 N Sepulveda Use Permit</i>

OFFICIAL USE ONLY OK to Copy: <input type="checkbox"/> Y <input type="checkbox"/> N PAPER: <input type="checkbox"/> Letter <input type="checkbox"/> Legal EMAIL: _____ MB to Requestor _____ MB to Lomita Blueprint <input type="checkbox"/> _____ Copies to City Clerk _____ Date _____ By _____
Denied Reason(s):

YOUR SIGNATURE <i>[Signature]</i>	DATE OF REQUEST <i>May 5, 2015</i>
--------------------------------------	---------------------------------------

1. Requests for plans must be accompanied by the signed/dated Authorization to Copy Plans forms (homeowner & architect written approvals).
2. Requests for digital copies larger than 11"x14" will be sent to LOMITA BLUEPRINT for processing.
3. Digitized plan images may not be to scale. LOMITA BLUEPRINT can provide this service; contact them for pricing (310) 375-9700.
4. Requests for copies from microfiche, that exceed 25 pages, will be sent to LOMITA BLUEPRINT for processing.
5. Certified copies and Data Extraction reports are only available in paper format only.

PAYMENT VALIDATION AREA FOR OFFICIAL USE ONLY

DESCRIPTION	PRICE	QTY	TOTAL
<input type="checkbox"/> Paper (Ltr or Lgl) <input type="checkbox"/> Email	\$0.10/page		
Certified Copies	\$1.00/page		
Electronic Documents on CD	\$40.00/CD		
Data Extraction – Single Record	\$20.00/each		
Data Extraction – Multiple Records	\$60.00		
Programming Fees	\$80.00/Hr		
OTHER:			

TOTAL DUE: _____
#4230

Eric Haaland

From: LISA JEWELL, MD, FACS <drjewell@lisajewellmd.com>
Sent: Friday, May 01, 2015 2:34 PM
To: Eric Haaland; Marisa Lundstedt
Subject: Proposed Gelson's project

Dear Eric and Marisa,

I am writing to you regarding my concern about the proposed Gelson's Market on the corner of 8th and Sepulveda. My husband and two young sons and I live on Anderson and 8th street and enjoy the calm, quiet of our neighborhood. Anderson is not a through street, so we allow our sons play outside with their friends in our front yard and street without significant fear of heavy traffic. I am deeply concerned that this will change if there is a major, chain, market two blocks east of us.

I am also concerned about the exposure our quiet neighborhood will suffer due to an increase in the noise, pollution, and vagrancy that a large, chain market will inevitably bring with it.

Additionally, this type of business is not typical of the businesses in the immediate area and I would hate to see such a precedent set for future development in our neighborhood.

Thank you for your consideration in this matter,

Sincerely,

Lisa Jewell, MD, FACS
South Bay Plastic Surgeons
3440 Lomita Boulevard, Suite 100
Torrance, CA 90505
T (310) 784-0644
F (310) 784-0544

Beverly Hills Office
9401 Wilshire Blvd., Suite 1105
Beverly Hills, CA 90212
T (310) 859-0010

www.plasticsurgerysource.com
www.lisajewellmd.com

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Eric Haaland

From: Eileen Neill <ENeill@wilshire.com>
Sent: Thursday, April 30, 2015 8:34 PM
To: Julie Brawn; Marisa Lundstedt
Cc: John Driscoll; manbeachneighbors@gmail.com; Eric Haaland
Subject: RE: Gelson's comparison

Marisa and Eric: I have the following additional questions about the proposed Paragon-Gelson's project:

- 1) **Is the city mandating a clean air vehicle parking and or a bike rack?**
- 2) **How many handicap parking spaces are available and do any of them accommodate a van?**
- 3) **How would employees be accommodated in terms of parking?**
- 4) **What remediations are planned to contend with the environmental hazards posed by years of vehicle oil and fuel discharge on the site given the repair bays?**
- 5) **What firm conducted the traffic study for Paragon and what was the process through which were they selected?**
- 6) **Was parking impact to the surrounding neighborhood considered as part of the traffic study?**

Sincerely,

Eileen



Eileen L. Neill, CFA | Managing Director
Wilshire Associates Incorporated
1299 Ocean Avenue, Suite 700 | Santa Monica, CA 90401-1084
Office: 310.260.6650 | Fax: 310.458.6936

From: Julie Brawn [mailto:julieshaffner@yahoo.com]
Sent: Thursday, April 30, 2015 7:56 PM
To: Marisa Lundstedt
Cc: John Driscoll; Eileen Neill; manbeachneighbors@gmail.com; Eric Haaland
Subject: Re: Gelson's comparison

Marisa and Eric,

Thank you for answering our initial questions.

Another question that was raised by a resident is : What is the FAR of the site?

Is the current structure over or under the FAR? Will the total project (including the proposed additional retail pad) meet city FAR standards or is the developer asking for a variance ?

We appreciate your timely response.

Best,
Julie

Sent from my iPhone

On Apr 30, 2015, at 12:58 PM, Marisa Lundstedt <mlundstedt@citymb.info> wrote:

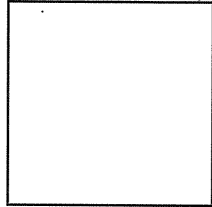
Julie – I have received your email and should have a response to you by tomorrow. Thanks so much for your comments.

cc: City Council

Marisa Lundstedt
Director of Community Development

P: (310) 802-5502

E: mlundstedt@citymb.info



From: Julie Shaffner [<mailto:julieshaffner@yahoo.com>]

Sent: Wednesday, April 29, 2015 10:35 AM

To: Marisa Lundstedt; Eric Haaland; manbeachneighbors@gmail.com

Cc: John Driscoll; Eileen Neill; Wayne Powell; David Lesser; Tony D'Errico; Amy Thomas Howorth; Mark Burton

Subject: Gelson's comparison

Marissa and Eric,

In our meeting on April 15th, you told Patti Brown and me that the Applicant is using the Gelson's in Long Beach for comparative purposes when studying the proposed 8th/6th Street Gelson's, for traffic, parking and environmental impact on adjacent residential areas.

I called this Gelson's and spoke to the store manager -- they have over **80 employees and approximately 50 plus work on average at time**. The current plans call for 16-18 spaces for Gelson's and bank/other retail employees; where are they planning to park the overage? On our streets?

Also, has Eric Zandvliet, personally visited this site? He said he thought it was a "great comparison" to the proposed Manhattan Beach Gelson's because there is residential adjacent to the store. I think that anyone who is familiar with this area and Marina Pacifica, the residential area near Long Beach Gelson's, would be very surprised and alarmed that the city is using this as a comparison, as it is apples to oranges.

Please let me know if Eric Zandvliet, or anyone from your staff has personally visited the Long Beach Gelson's to date.

Also, on April 21st, Eric Haaland told me that the Mr. Zandvliet agreed with the Applicant's Traffic study's findings and request for a parking reduction. We were supposed to receive that study via email on the 21st so that we could go over it during our neighborhood meeting of over 40 residents. We never received the email with Traffic Study. I also requested the date on which the city originally approved the Traffic

study's findings and request for a parking reduction on a staff level. When will we receive these requests?

Again, I want to reiterate, questions are coming daily from concerned residents and we have yet to receive responses to our original email. The number of concerned residents continues to grow and many are extremely concerned with the lack of communication and transparency to date.

One resident has requested an accident report for the past 5 years on the areas between 6 and 8th on Sepulveda from the Manhattan Beach Police. Have you requested such study?

I would like to take some pictures of the application as it is public information. During our last meeting, you declined my request to take photos of the plans. Will I be able to do so if I come down today?

Thanks,

Julie Shaffner Brawn

CONFIDENTIALITY NOTICE: This electronic message contains information which may be legally confidential and/or privileged. The information is intended solely for the individual or entity named above and access by anyone else is unauthorized. If you are not the intended recipient, any disclosure, copying, distribution, or use of the contents of this information is prohibited and may be unlawful. If you have received this electronic transmission in error, please reply immediately to the sender that you have received the message in error, and delete it. Thank you.

Eric Haaland

From: Mark Harrigian <MHarrigian@paragoncommercialgroup.com>
Sent: Thursday, April 30, 2015 9:41 AM
To: Julie Brawn
Cc: Eric Haaland
Subject: RE: Message

Julie, I wanted to get back to you and let you know that we will be holding a few open house events at the site over the coming weeks and will be dropping off flyers in the neighborhood to inform the closer residents of the event. In the meantime, should you or any of your neighbors be interested in meeting or talking I am always available to do so and would welcome such. I want to make sure that you and other interested parties have a clear understanding of what we are proposing and that I understand your questions/comments so that I can best address. Thanks



Mark Harrigian
Principal | Paragon Commercial Group
133 Penn Street
El Segundo, California 90245
Direct: 310.807.3371
Mobile: 310.600.5992
MHarrigian@ParagonCommercialGroup.Com

From: Julie Brawn [mailto:julieshaffner@yahoo.com]
Sent: Monday, April 27, 2015 8:52 PM
To: Mark Harrigian
Cc: Eric Haaland
Subject: Re: Message

Dear Mr. Harrigian,

I received your email regarding meeting with me to discuss your firm's proposal to develop a 27,000 square foot Super Market and an additional 7,000 square foot building for a bank, restaurant/bar or other businesses.

I have been in several meetings with neighbors in Manhattan Beach concerned about the negative impact this project will have on our community. They are extremely concerned about protecting the character of our otherwise quiet neighborhood and with maintaining the currently low traffic volumes.

Our community is just now gaining awareness of this project although I have knowledge that your firm has been meeting with City Council members, Planning Commission members and City of Manhattan Beach staff approximately the past 6 months.

I do not believe we should meet until our group determines what our next steps should be. I will tell you that I have not talked with anyone in the surrounding neighborhoods who support your project.

I recommend that you make plans to have the "neighborhood meeting" you referenced and hear for yourself the concerns of the neighbors who will be most affected by this oversized project.

Julie Brawn

Sent from my iPhone

On Apr 23, 2015, at 5:21 PM, Mark Harrigian <MHarrigian@paragoncommercialgroup.com> wrote:

Julie, I wanted to circle up with you to see if you wanted to get together over the next few days/week to discuss the project. I understand you met with staff and went over the process but not sure they got into any of the details in regard to the proposed project. I had planned to host a neighborhood meeting at the showroom building on the property. Sounds like it might be best if you and I meet first and then follow up with a larger audience. Let me know what works for you and maybe we can meet on the property or at Two Guns for a coffee. Thanks and look forward to meeting you.

<image002.jpg> **Mark Harrigian**
Principal | Paragon Commercial Group
133 Penn Street
El Segundo, California 90245
Direct: 310.807.3371
Mobile: 310.600.5992
MHarrigian@ParagonCommercialGroup.Com

From: Brawn, Douglas [<mailto:Douglas.Brawn@colliers.com>]
Sent: Tuesday, April 21, 2015 10:57 AM
To: Mark Harrigian
Cc: Julie Shaffner (julieshaffner@yahoo.com)
Subject: Message

Hi Mark,
I received your call this morning. My wife Julie will call you back. Julie, Mark's phone number is 310 807 3371.
Thx.

Douglas M. Brawn
Vice President | License No. 01315555
Dir +1 310 321 1880 | Mob + 1 310 567 6607
Main +1 310 787 1000 | Fax +1 310 321 1980
douglas.brawn@colliers.com

Colliers International
2121 Rosecrans Ave., Ste. 3301 | El Segundo, CA 90245 | USA
www.colliers.com

<image003.png>

View the current issue of [*Knowledge Leader*](#).

Eric Haaland

From: Julie Shaffner <julieshaffner@yahoo.com>
Sent: Wednesday, April 29, 2015 10:35 AM
To: Marisa Lundstedt; Eric Haaland; manbeachneighbors@gmail.com
Cc: John Driscoll; Eileen Neill; Wayne Powell; David Lesser; Tony D'Errico; Amy Thomas
Subject: Howorth; Mark Burton
Gelson's comparison

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One resident has requested an accident report for the past 5 years on the areas between 6 and 8th on Sepulveda from the Manhattan Beach Police. Have you requested such study?

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Thanks,

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Julie Brawn

Sent from my iPhone

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Subject: Message

Hi Mark,

I received your call this morning. My wife Julie will call you back. Julie, Mark's phone number is 310 807 3371.

Thx.

Douglas M. Brawn

Vice President | License No. 01315555

Dir +1 310 321 1880 | Mob + 1 310 567 6607

Main +1 310 787 1000 | Fax +1 310 321 1980

douglas.brawn@colliers.com

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<image003.png>

View the current issue of [*Knowledge Leader*](#).

Eric Haaland

From: John & Eileen Neill <jejneill@earthlink.net>
Sent: Sunday, April 26, 2015 12:29 PM
To: Eric Haaland; Marisa Lundstedt
Subject: re: Proposed Development Project on Sepulveda Blvd. between 6th and 8th Streets

Dear Eric and Marisa: My husband and I are very concerned about the scope of the project being proposed by Paragon Development for the current parcel on Sepulveda Blvd. in between 6th and 8th Streets. We live at 611 Larsson Street, which is directly behind this property. We have been owner residents at this address since 1997. The following summarizes our issues:

1. Primary concern: Ruined character of otherwise quiet neighborhood with currently low traffic volumes primarily from residents
2. Primary concern: Decreased property values from high noise, high traffic volume, high trash generation business (i.e., large, chain grocery store)
3. Primary concern: Traffic volume and congestion on Larsson, Dianthus, 6th and 8th Streets on East and West sides of Sepulveda as well as on Sepulveda between MB Blvd and 2nd Streets
4. Primary concern: Increase in traffic accident rate at intersection of Sepulveda and 8th Street, a site of multiple fatal accidents in recent years
5. Primary concern: Parking issues on Larsson, 6th and 8th Streets
6. Primary concern: Risk to children playing in yards, riding bikes in street, etc. in heavily family populated neighborhood
7. Increased risk to pedestrians traversing Sepulveda at 8th Street
8. Increased crime due to bank being part of the project, liquor being sold at the store, attraction of street dwellers to dumpsters, panhandlers
9. Risk of property damage from vehicular traffic and lack of respect from non-resident employees and visitors to project site
10. Increased litter (already a problem from fast food restaurants nearby) which spills over into street and onto neighboring properties
11. Increased noise, particularly from deliveries, large trucks, dumpster movement and lid slamming, visitors and employees
12. Increased pollution, particularly car exhaust and from smokers
13. Increased pestilence and fecal deposits on neighboring property from rats and other rodents, seagulls, pigeons and crows hovering around dumpsters (we observe the hovering birds at every other grocery store in MB)

We are partnering with numerous other families on our street to stop this project from being developed. This is not good for our neighborhood. We want a project comprised of businesses with lower traffic volume, lower trash generation, and hours that do not begin before 9:00 on weekends and ends by 7:00, at the latest, 7 nights per week. We are committed to having a role in the ultimate decision of what project is ultimately developed on that site. We would be happy to meet with you both in person to discuss this project, but would prefer any meeting include the many other individuals that also oppose this development as we citizens of this community want to speak with one voice. We will also be reaching out to the members of the City Council and the Planning Commission to express our concerns. Our home number is: 310-798-4746 and our e-mail address is: jejneill@earthlink.net. Thank you.

Sincerely,

Eric Haaland

From: Julie Brawn <julieshaffner@yahoo.com>
Sent: Tuesday, April 21, 2015 6:24 AM
To: Eric Haaland
Subject: Gelsons/ retail project

Hi Eric,

I left you a message yesterday and I understand Marissa is out of town, so I am hoping to get your comments back asap.

Here are some thoughts and questions from many of the concerned residents.

We are having a meeting this week and I am sure many more will follow.

1. What will you be filing with CEQA?
2. What are current environmental studies are being conducted- air, light, noise, greenhouse gas, traffic , Phase 1 or 2, etc
-- have you received applicant's traffic study?
3. What are the cities requirements for an EIR? What other projects in the city have required an EIR in the past 10 years?
4. What is current parking code for this size and use? How many spaces are code and what kind of variance is the developer asking?
5. Are their any other variances/ exceptions being asked of the city?
6. Is the building going to conform to new height code?
7. What are the operation hours and times of loading and unloading?
8. What is developers plan for landscaping : screening on Larsson and surrounding residential areas?
9. What is the cities plan to deter street parking and traffic on residential streets ? Will shoppers be able to park on residential streets?
10. How does the city plan to address Sepulveda traffic issue? Their have already been major fatalities as well as numerous accidents at this intersection. Residents are concerned that this will become another Manhattan Beach Blvd Trader Joes due to the fact that no turn lane is proposed.
- 11: Has staff considered subterranean parking?
12. What are construction hours , how long are the estimating for start/ completion?
13. Can you email a copy of the application and site plans ?
14. What is Trader Joes current onsite parking ratio? What is Vons?

Please confirm receipt of this email and let me know the timing of a response.

As you know, we have a lot of very concerned residents who feel like they have been left in the dark to date.

Thanks,

Julie

Sent from my iPhone

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File: Gelson’s Public Comment - Add a lane to Sepulveda from 9th to 6th street; use bank for parking.docx

Subject: Gelson’s Public Comment - Add a lane to SB Sepulveda between 9th and 6th streets; use Bank for parking

To: ehaaland@citymb.info City Project Manager for Gelson’s

Cc: PlanningCommission@citymb.info City Planning Commission
CityCouncil@citymb.info All city council members
cm@citymb.info Emails to City manager

I have the following strong concerns (pasted below and attached, take your pick) about the safety of the southbound side of Sepulveda Blvd, between 9th and 6th streets:

While it will be nice to have a Gelson’s nearby, those of us who have lived with the dangerous traffic conditions on Sepulveda Blvd between 9th and 6th streets are deeply concerned about the impact on the traffic flow along Sepulveda. There have been a number of recent fatal accidents along this stretch of Sepulveda. Furthermore, with the added traffic of patrons entering and leaving the proposed Gelson’s market and adjacent bank, the congestion on Sepulveda during the evening peak rush hours will greatly exacerbate the danger and the traffic flow on this important corridor through Manhattan Beach. Currently, the only traffic mitigation proposed is for installation of a left turn phasing at Sepulveda and 8th street for north bound traffic and a tiny deceleration lane into the Gelson’s lot directly opposite 6th street to the east.

Suggestion 1: Add a deceleration lane between 9th and 8th street
on the west side of Sepulveda

Of particular concern is traffic from the Sepulveda southbound right hand lane onto 8th street followed by a left hand turn into the entrance to the lot on 8th street to reach Gelson’s during the peak travel hours from 3 PM to 7 PM. The right hand lane has traffic traveling 30 to 35 miles an hour (and over though the speed limit is 35 MPH). In order to make a right hand turn onto 8th street, the driver must slow down in order to make a sharp right hand turn onto the 13 foot-wide westbound right lane. But there is a hill at 9th street that makes it impossible to see a slowed down car making a right hand turn, or worse, to see a line of backed up cars turning right onto 8th street before it is too late to stop. The KOA traffic study available for review at the MB City Hall) shows an additional 60 cars per hour turning right onto 8th street during afternoon peak traffic. Adding a full deceleration lane on the west side of Sepulveda between 9th street and 8th street would seem to be a prudent step.

1

Please view the three-second video attached with the file name: **Oncoming Sepulveda traffic at 8th street - showing right turn difficulty_2016-02-05 7PM.mp4**). It is looking north from 8th street at the oncoming traffic passing through the 8th street light at **7:13 PM on Friday, February 5, 2016**. Notice the car waiting for the 8th street light on the left which a car turning right onto 8th street would have to avoid.

ATTACHMENT G
(Video portion available on City website:
www.citymb.info/city-officials/community-development/planning-zoning/current-projects-programs)
PC MTG 2-8-17

Suggestion 2: Add one lane the entire length between 8th and 6th street on the west side of Sepulveda for acceleration and deceleration

Require the developer to add an extra lane the entire length between 8th and 6th street on the west side of Sepulveda. This lane would provide two acceleration lanes and one deceleration lane as follows:

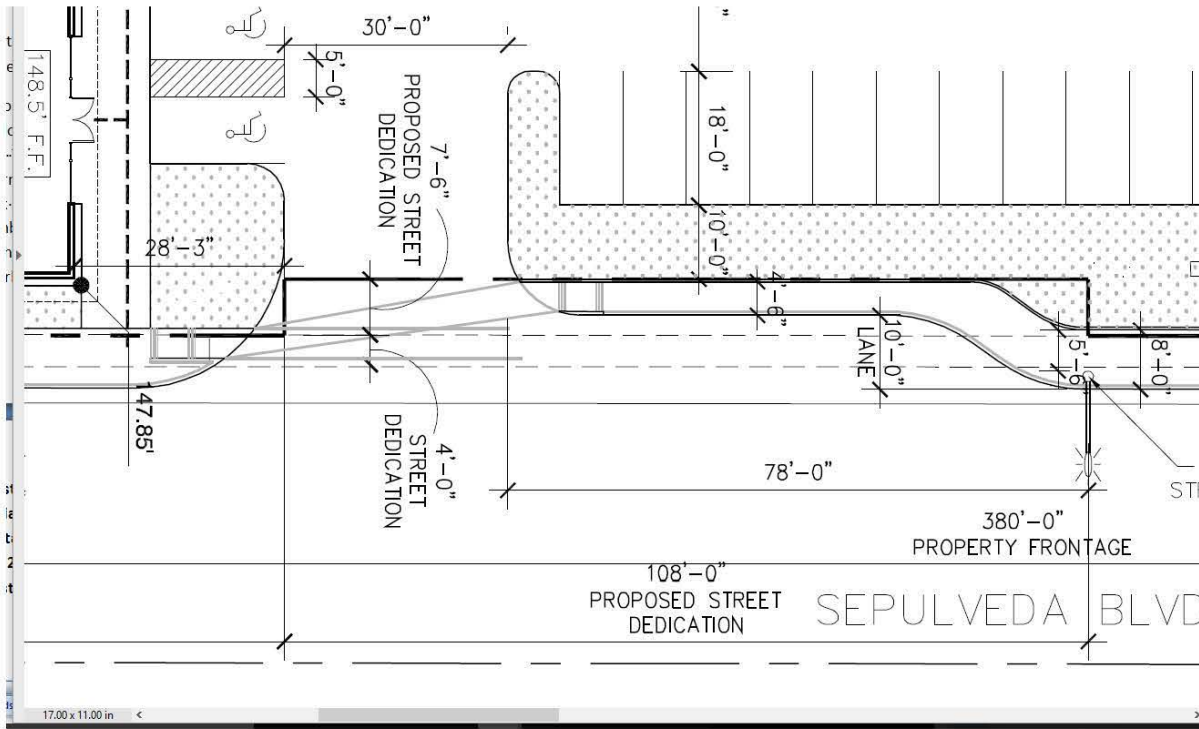
1. Cars turning right from 8th street onto Sepulveda south bound would have some distance to accelerate before merging into the southbound lane on Sepulveda.
2. Southbound cars on Sepulveda would have a longer distance than the 78-foot deceleration lane currently proposed by Gelson's to safely enter through the new entrance (which is located directly opposite 6th street on the east side of Sepulveda).
3. Cars turning right from the new exit from Gelson's onto Sepulveda southbound would have some distance to accelerate before merging into the southbound lane on Sepulveda.

The current proposed 78-foot decoration lane is much too short for traffic traveling at 35+ miles an hour to make a right hand turn into the Gelson's lot, especially if there are already cars stacked in front waiting to turn in. Turning traffic must also avoid pedestrians who might be crossing and must stay clear of exiting traffic that could be waiting to exit the parking lot. The entrance/exit lane is only 30 feet wide.

Please view the six-second video attached (File: **Looking south from 8th street traffic passing Gelsons_2016-02-05 6 PM.mp4**). It shows the traffic heading south from 8th street at **6:03 PM on Friday, February 5, 2016**. Note the speed monitor displaying 37 MPH for one of the cars (even though the traffic is slowing up the hill because the 2nd street light is red):

It is important to consider such deceleration/acceleration lanes now, rather than after the property is built and the parking lot space allocated, since adding the deceleration/acceleration lane would impact the space available for parking. The number of parking spaces in the Gelson's lot is 119 (plus 16 for employees across 8th street). This number is below code, requiring patrons and employees to seek on-street parking in the neighborhood.

Also the width of the 4.5-foot-wide sidewalk remaining in the current Gelson's plan is too narrow for pedestrians to walk by with cars in the deceleration lane. See Gelson's plan below showing the entrance/exit and deceleration lane:



Suggestion 3: Don't build the bank; use the bank space for customer and employee on-site parking

In summary, adding a full lane from 8th street to 6th street, making safer wider side-walk, and using the bank space for on-site customer and employee parking would solve a number of safety and parking issues:

1. A safe acceleration lane for right turns onto Sepulveda southbound from 8th street
2. A safe deceleration lane to enter Gelson's from Sepulveda southbound
3. A safe acceleration lane turning right out of Gelson's onto Sepulveda southbound
4. A widened side walk for pedestrians on the west side of Sepulveda
5. Reconfigure the parking lot and use the bank building area to increase the number of parking spaces significantly. Then the 60+ Gelson's employees can park on-site (rather than in the neighborhood) and meet the city's Parking Code for standalone parking which is 171 spaces for a 27,900 SF building and a 503 SF patio area.

3

Tom Hastings
809 N Dianthus St.
Manhattan Beach, CA 90266
(310) 372-6734
Tom.Hastings@alum.mit.edu

Attachments:

- Gelson's Public Comment - Add a lane to Sepulveda from 9th to 6th street; use bank for parking.docx (this file)
- Oncoming Sepulveda traffic at 8th street - showing right turn difficulty_2016-02-05 7PM.mp4
- Looking south from 8th street traffic passing_Gelsons_2016-02-05 6 PM.mp4

Comment Letter PPPP**Response to Comment 1:**

Refer to MR-3.6 regarding the deceleration lane recommended by the commenter for the Sepulveda Boulevard project driveway between 8th Street and 9th Street, and the widened shoulder that will be provided by the project.

Posted vehicle speed limits are determined by the City based on state and national engineering standards, and are updated periodically based on conditions in the field. Individual development projects are not required to evaluate vehicle speeds or posted speed limits as part of traffic studies, per City traffic study guidelines/policies and CEQA impact guidelines.

Table 8 and Table 9 of the IS/MND Traffic and Parking Study indicate that the proposed project would not have significant traffic impacts per City standards at the intersection of Sepulveda Boulevard/8th Street, and therefore mitigation measures are not required that might include a new southbound right-turn lane at this intersection.

Refer to MR 3.8 regarding site design safety features that improve visibility and general safety at the periphery of the project site, regarding the sight distance/visibility for vehicles approaching the site from southbound Sepulveda Boulevard.

Response to Comment 2:

Table 8 and Table 9 of the IS/MND Traffic and Parking Study indicate that the proposed project would not have significant traffic impacts per City standards at the intersection of Sepulveda Boulevard/8th Street, nor at any of the other study intersections analyzed for the Study. Therefore, a longer deceleration/travel lane that is recommended by the commenter to be constructed between 8th Street and 6th Street would not be required as a project mitigation measure.

Refer to MR-3 regarding the deceleration lane recommended by the commenter for the Sepulveda Boulevard project driveway between 8th Street and 9th Street, and the widened shoulder that will be provided by the project, adjacent to the eastern frontage of the project site south of 8th Street.

Response to Comment 3:

Refer to MR-3.6 regarding the deceleration lanes recommended by the commenter as various locations. Table 8 and Table 9 of the IS/MND Traffic and Parking Study indicate that the proposed project would not have significant traffic impacts per City standards, and therefore other deceleration and acceleration lanes recommended by the commenter are not required to be implemented by the project .

See MR-3.10 regarding sidewalks and pedestrian pathways.

The IS/MND Traffic and Parking Study does not identify any anticipated parking supply deficits based on the calculated demand of the project. There is not justification for a mitigation measure as recommended by the commenter, to remove the bank building and reconfigure the project parking lot.

ATTACHMENT H

Environmental Documentation

Please visit the URL below to view attachment:

<http://www.citymb.info/city-officials/community-development/planning-zoning/current-projects-programs>

Gelson's Item
Planning Commission Meeting
February 8, 2017

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ATTACHMENT I

Gelson's Support Letters

Please visit the URL below to view attachment:

<http://www.citymb.info/city-officials/community-development/planning-zoning/current-projects-programs>

Gelson's Item
Planning Commission Meeting
February 8, 2017

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MANHATTAN BEACH GELSON'S MARKET AND PAD BUILDING

SWC 8TH STREET AND SEPULVEDA BOULEVARD MANHATTAN BEACH, CA

PROJECT SUMMARY

ZONING	CG (GENERAL COMMERCIAL)
CONSTRUCTION TYPE	V-B
EXISTING OCCUPANCY TYPE	B
PROPOSED OCCUPANCY TYPE	B/A-2

SITE AREA:

PRIMARY PROJECT AREA	93,988 SF
AUXILIARY EMPLOYEE SITE	7,217 SF

EXISTING BUILDING AREAS:

EXISTING AUTO BODY SHOP (INCLUDING MEZZANINE)	30,211 SF
EXISTING SHOWROOM (INCLUDING MEZZANINE)	7,896 SF
EXISTING AUXILIARY SITE BUILDING	2,242 SF

DEMOLITION SCOPE:

EXISTING AUTO BODY SHOP (PARTIAL DEMO)	4,880 SF
EXISTING AUTO BODY SHOP MEZZANINE (FULL DEMO)	4,800 SF
AUXILIARY SITE BUILDING (FULL DEMO)	2,242 SF
EXISTING SHOWROOM (FULL DEMO)	6,339 SF
EXISTING SHOWROOM MEZZANINE (FULL DEMO)	1,557 SF

PRIMARY PROJECT SITE:

EXISTING AUTO BODY SHOP (TO RENOVATE)	±20,531 SF
PROPOSED RECONSTRUCTED BUILDING AREA	±6,060 SF

GROCERY BUILDABLE FLOOR AREA	±27,900 SF
PROPOSED PATIO AREA	±503 SF

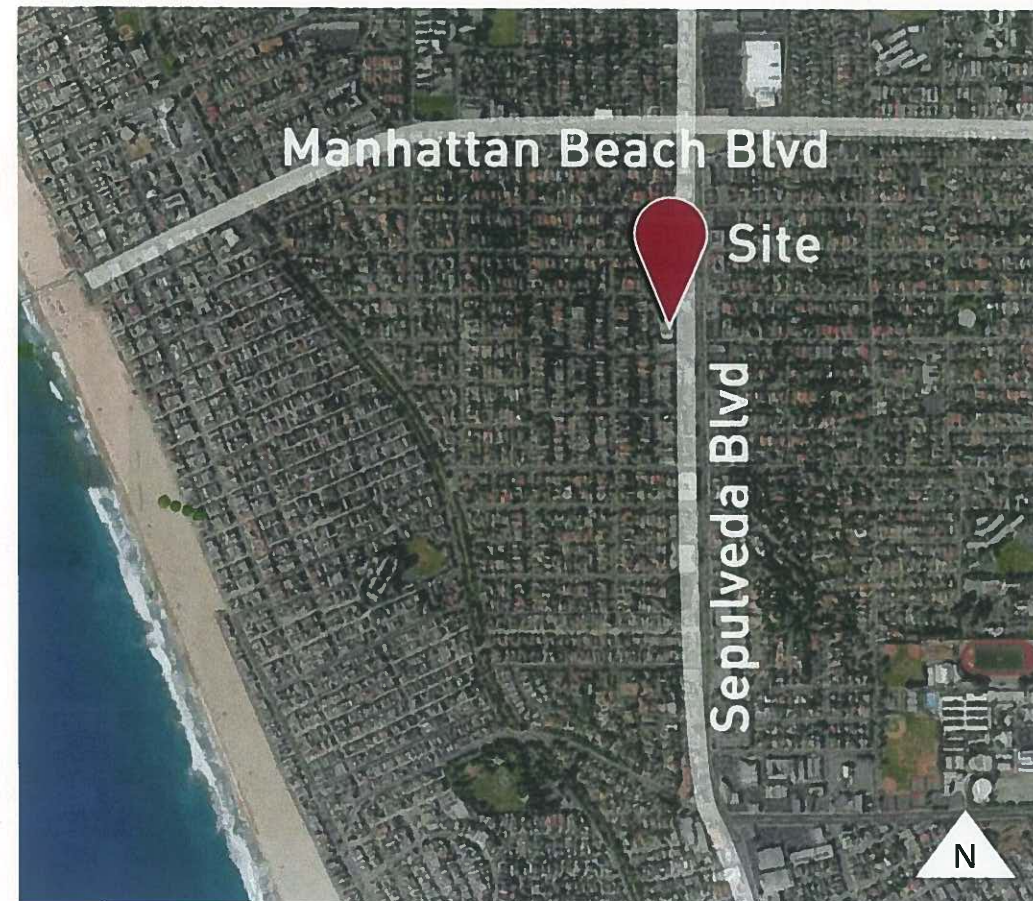
PROPOSED BUILDABLE BANK PAD FLOOR AREA	±6,684 SF
----------------------------------------	-----------

PROJECT PARKING PROVIDED:	135 STALLS
----------------------------------	------------

LANDSCAPED AREAS:

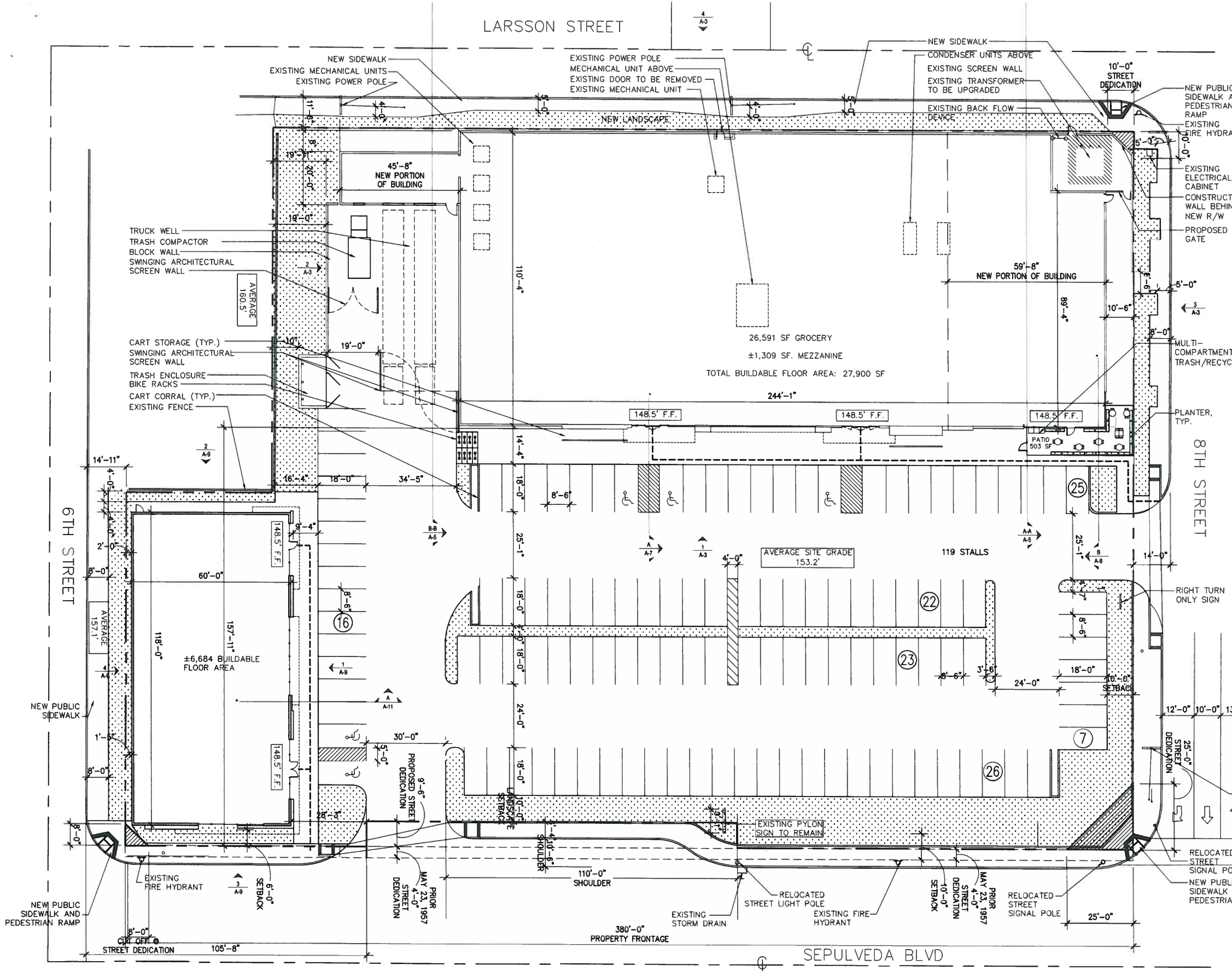
PRIMARY PROJECT SITE	10,172 SF (10.82% LOT COVERAGE)
AUXILIARY EMPLOYEE PARKING SITE	832 SF (11.5% LOT COVERAGE)

VICINITY MAP



SHEET INDEX

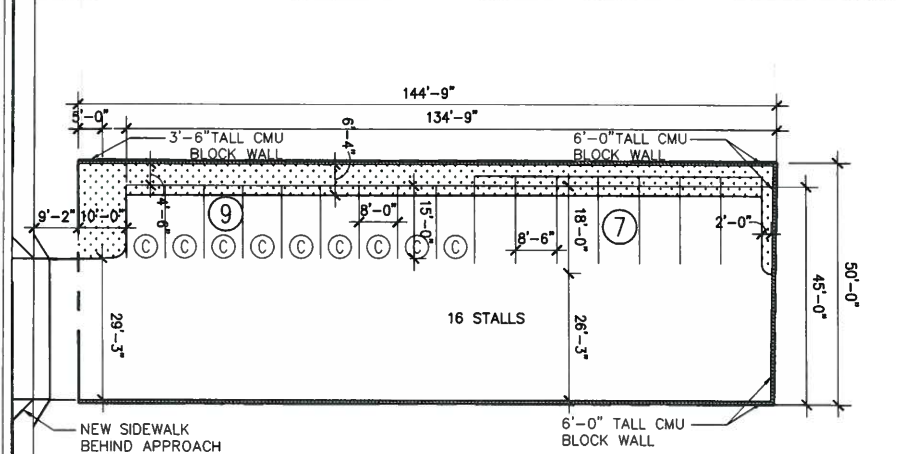
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MARKET PERSPECTIVE.....	A-4
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PAD FIXTURE PLAN - EXHIBIT 3.....	EX-3
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PLANT LEGEND.....	L-2



With regards to establishing conformance with the Code's first step in the process, the Primary Project Site's average site elevation was determined. The Primary Project Site has six (6) corners as follows:

- (i) southwest corner of 8th Street and Sepulveda has an elevation of 148.3 FT
- (ii) southeast corner of Larsson Street and 8th Street has an elevation of 146.9 FT
- (iii) northwest corner along Larsson Street has an elevation of 164.1 FT
- (iv) interior corner has an elevation of 156.9 FT
- (v) northwest corner along 6th Street has an elevation of 162.0 FT
- (vi) northwest corner of 6th Street and Sepulveda Blvd has an elevation of 152.2 FT

Due to the fact the Primary Project Site has more than four corners, the City of Manhattan Beach Planning Department has determined that the elevations of 148.3 feet, 146.9 feet, 160.5 feet (average of the northwest corner along Larsson Street, 164.1 feet; and the interior corner along 6th Street, 156.9 feet), and 157.1 feet (average of the northwest corner along 6th Street has an elevation of 162.0 feet; and the northwest corner of 6th Street and Sepulveda Blvd, 152.2 feet) shall be used to establish the average site elevation of 153.2 feet above sea level. Therefore, the average site elevation of 153.2 feet above sea level shall be used for the purpose of determining compliance with the Code's maximum building height limits for the Project. As such none of the buildings proposed as part of the Project will have a height greater than 22 feet as measured from the average site elevation, in compliance with the Code's maximum building height limit.



SITE SUMMARY:

PRIMARY PROJECT SITE: 93,988 SF
 AUXILIARY EMPLOYEE SITE: 7,217 SF

LANDSCAPING SUMMARY:

PRIMARY PROJECT SITE: 10,172 SF (10.82% LOT COVERAGE)
 AUXILIARY EMPLOYEE SITE: 832 SF (11.5% LOT COVERAGE)

PARKING SUMMARY:

PRIMARY PROJECT SITE: 119 STALLS
 ACCESSIBLE PARKING: 5 REQUIRED / 5 PROVIDED
 AUXILIARY EMPLOYEE PARKING SITE:
 9 COMPACT / 7 STANDARD

TOTAL: 135 STALLS



GRAPHIC SCALE: 1 INCH = 40 FT

OVERALL SITE PLAN A-1

GELSON'S MANHATTAN BEACH
 SWC 8TH ST. & SEPULVEDA BLVD.
 MANHATTAN BEACH, CALIFORNIA



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 EL SEGUNDO,
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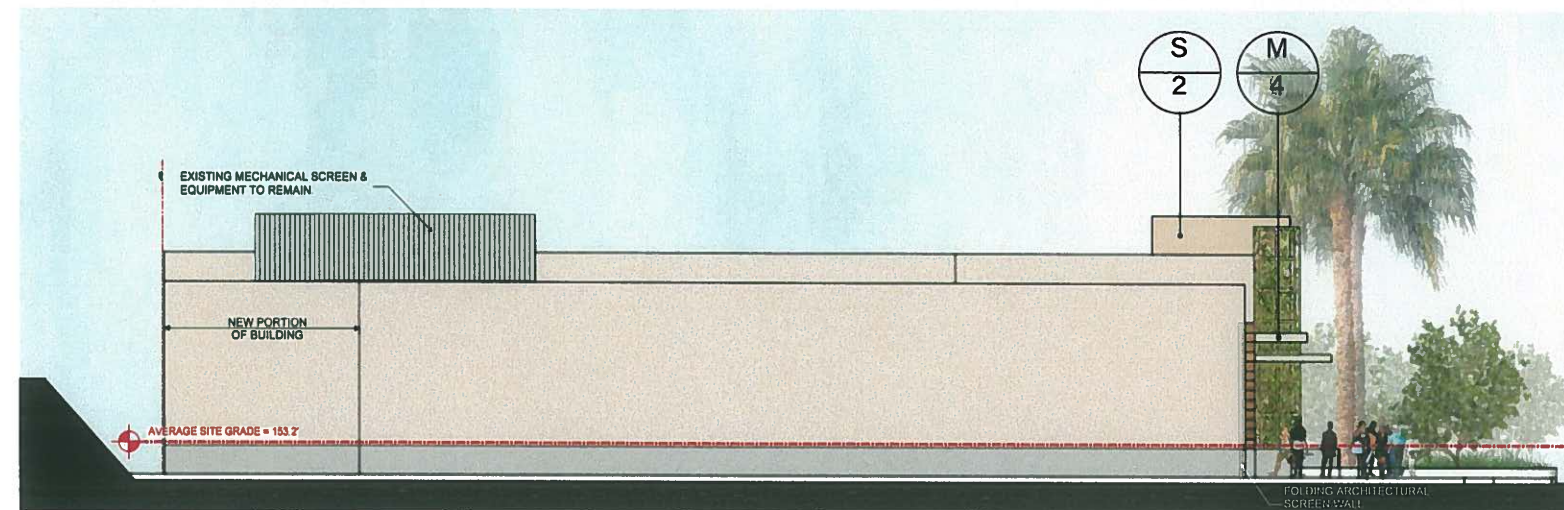
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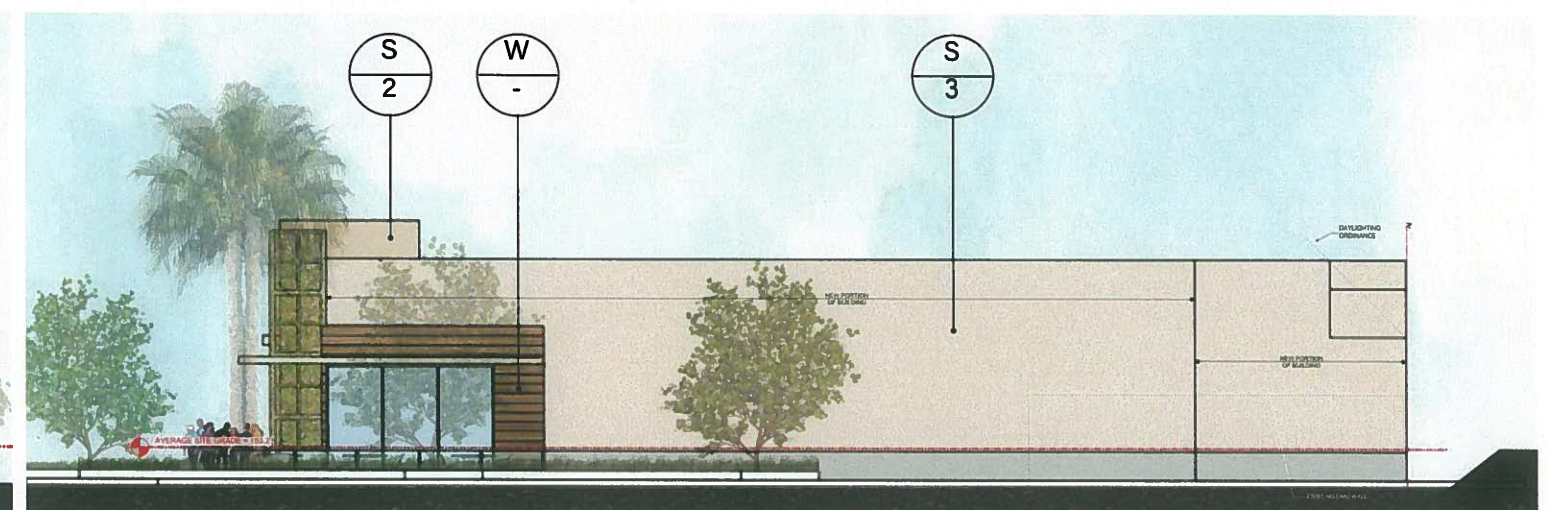
NOTE:
SEE ELEVATION ON SHEET A-3X
FOR LOADING DOCK DOORS
VISIBLE WHEN SWINGING
ARCHITECTURAL SCREEN WALLS
ARE IN THE OPEN POSITION



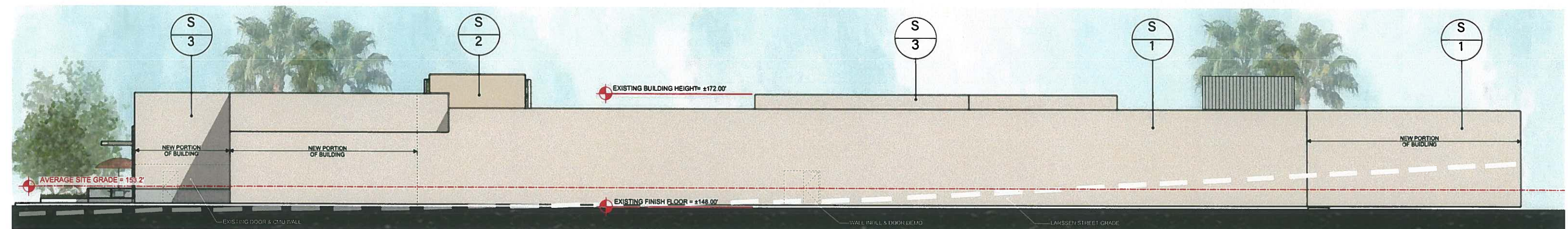
EAST BUILDING ELEVATION - 1



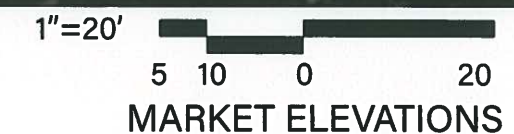
SOUTH ELEVATION - 2



NORTH ELEVATION - 3



WEST ELEVATION - 4



NOTE: REFER TO LANDSCAPING PLAN ON SHEET L-1 FOR MORE INFORMATION REGARDING TREE SIZES

GELSON'S MANHATTAN BEACH
SWC 8TH ST. & SEPULVEDA BLVD.
MANHATTAN BEACH, CALIFORNIA



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EL SEGUNDO,
CALIFORNIA 90245
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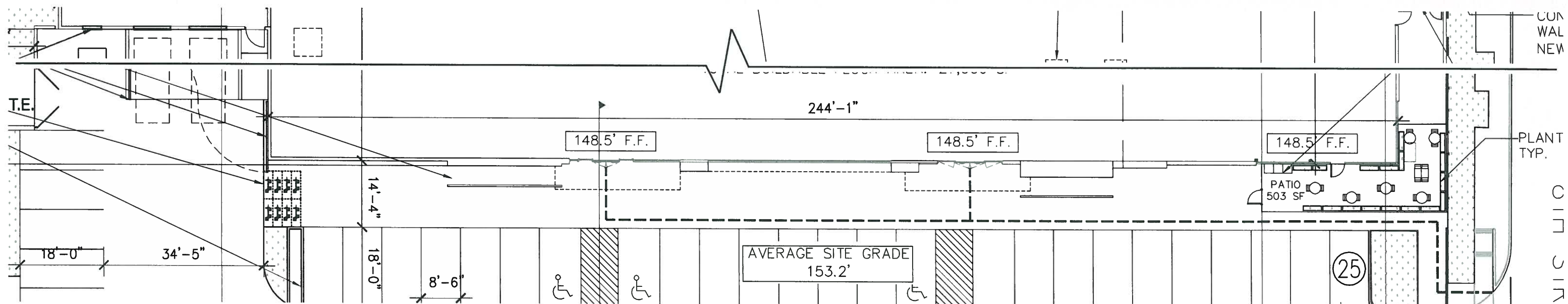
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NOTE:
SEE ELEVATION ON SHEET A-2 FOR
LOADING DOCK HIDDEN BY SWINGING
ARCHITECTURAL SCREEN WALLS IN THE
CLOSED POSITION



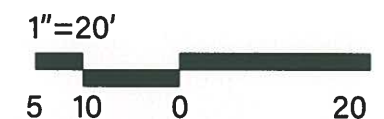
The Primary Project Site has an existing grade that is not clearly representative of the site topography because of existing extreme slopes at Larsson Street and 6th Street. Under this circumstance, the Code has established regulations for determining compliance with the maximum building height limits prescribed for each zoning district and area district. Pursuant to the Code, the procedure for determining compliance with the maximum building height limits involves a two-step process: "first the reference elevation, defined as the average of the elevation at the four (4) corners on the lot, is determined and then a second limit is imposed to ensure that no building exceeds the maximum allowable height above existing grade or finish grade, whichever is lower, by more than twenty percent (20%)." MBMC § 10.60.050. Based on these regulations for determining compliance with the building height, the Project height restrictions are as follows: 1) no portion of any building on the Primary Project site may extend beyond 22 feet in height from the average site elevation of 153.2 feet above sea level (MBMC §§ 10.16.030 and 10.60.050 A.); and 2) no portion of any building on the Primary Project Site may extend beyond 26.4 feet (22 feet multiplied by 1.2 (20%)) at any point on the Project site (MBMC § 10.60.050 B.).

1. With regards to establishing conformance with the Code's first step in the process, the Primary Project Site's average site elevation was determined. The Primary Project Site has six (6) corners as follows:

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2. With regards to establishing conformance with the Code's second step in the process, the proposed buildings on the Primary Project Site may not exceed the maximum allowable height by more than twenty percent (20%) at the existing grade or finish grade, whichever is lower. MBMC § 10.60.050. B. Based on the Primary Project Site's topographic conditions, the Project's buildings maximum permitted height may extend beyond the zoning designation's 22 feet height limit by twenty percent. MBMC §§ 10.16.030 and 10.60.050. B. Therefore, the Project's maximum building height is 26.4 feet (22 feet multiplied by 1.2 (20%)). The existing site grade under the proposed Gelson's Market building ranges in elevation from 145.38 to 148.55 feet above sea level, the finish floor grade is universal at 148.3 feet; at no point will the elevation of the proposed building extend beyond 26.4 feet pursuant to Code. Similarly, the underlying existing site grade for the First Republic Bank building ranges in elevation from 147.85 to 154.72 feet above sea level, the finish floor grade is universal at 148.3 feet; at no point will the elevation of the building extend beyond 26.4 feet pursuant to Code. Taking the finish floor elevation as the effective base of the walls for each structure, including the architectural features and mechanical equipment screens, the building on the Primary Project Site will range in height from 20.8 feet to 25.5 feet above the finish floor, which is within the Code's allowed height of 26.4 feet. Further, at no point will any portion of any building on the Primary Project Site extend beyond 26.4 feet from the existing site grade under each respective building.



MARKET HEIGHT EXHIBIT A-3X

GELSON'S MANHATTAN BEACH
SWC 8TH ST. & SEPULVEDA BLVD.
MANHATTAN BEACH, CALIFORNIA



133 PENN STREET
EL SEGUNDO,
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NOTE: REFER TO LANDSCAPING PLAN ON SHEET L-1 FOR MORE INFORMATION REGARDING TREE SIZES

MARKET PERSPECTIVE

A-4

GELSON'S MANHATTAN BEACH
 SWC 8TH ST. & SEPULVEDA BLVD.
 MANHATTAN BEACH, CALIFORNIA



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MARKET SECTION A A-5

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MARKET SECTION B A-6

GELSON'S MANHATTAN BEACH
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 MANHATTAN BEACH, CALIFORNIA



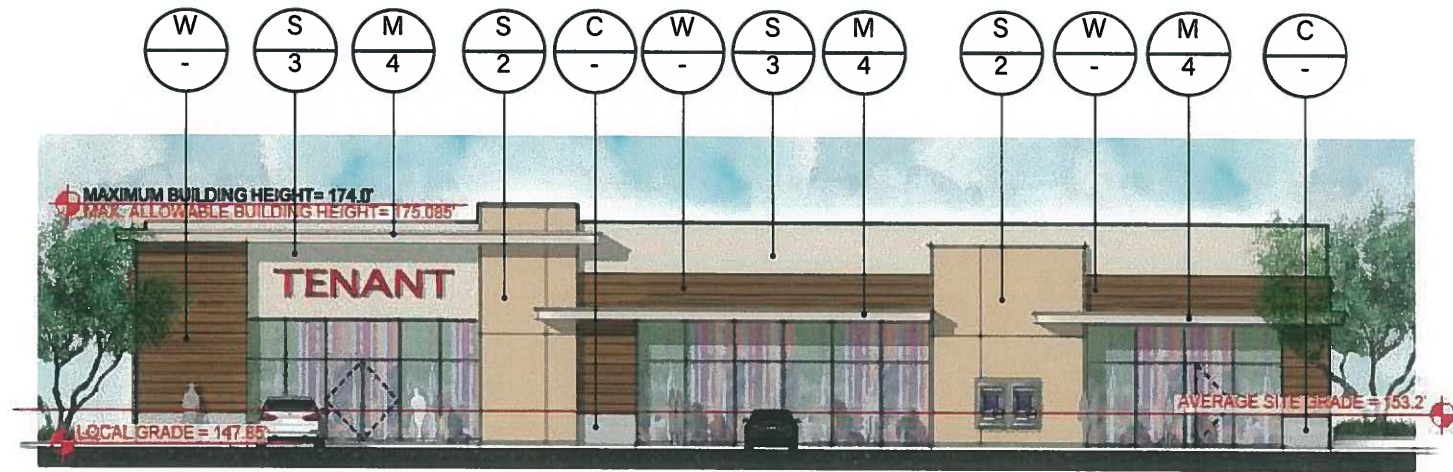
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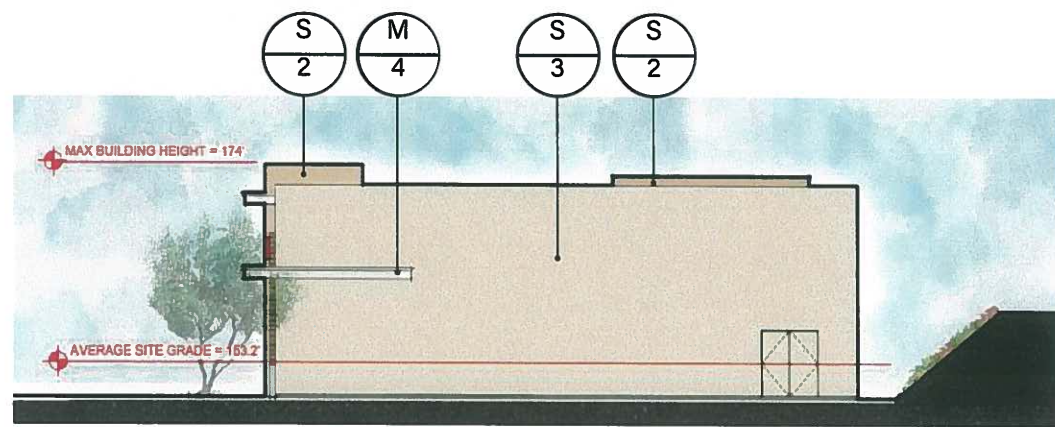
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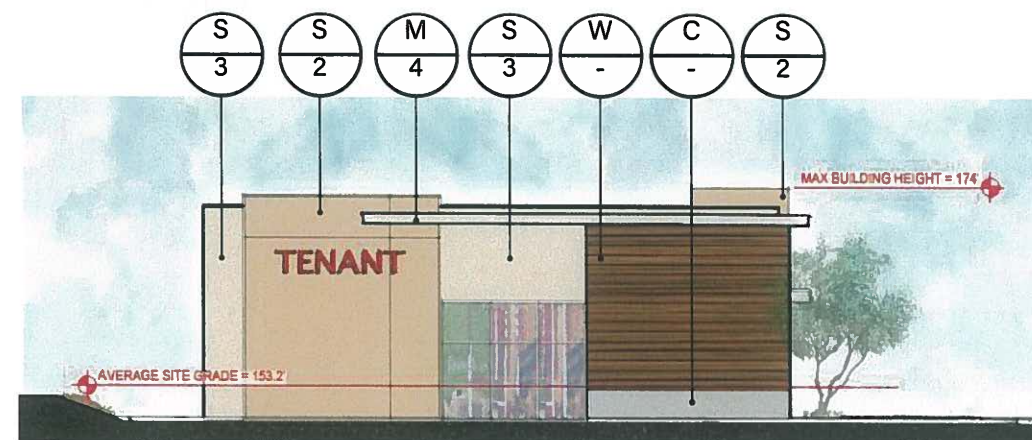




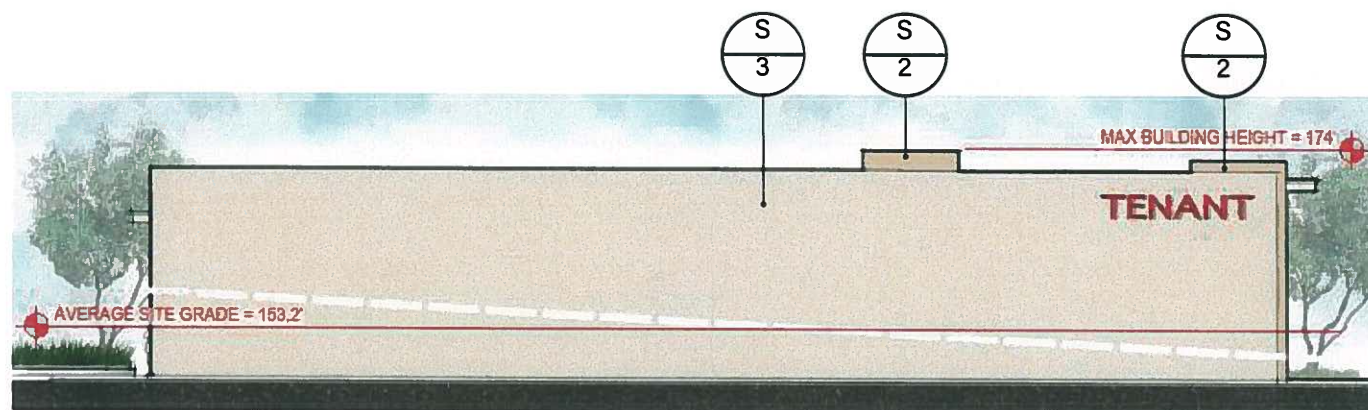
NORTH ELEVATION - 1



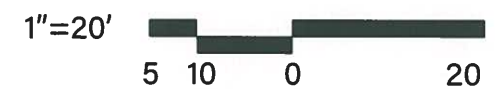
WEST ELEVATION - 2



EAST ELEVATION - 3



SOUTH ELEVATION - 4



NOTE: REFER TO LANDSCAPING PLAN ON SHEET L-1 FOR MORE INFORMATION REGARDING TREE SIZES

BANK PAD ELEVATIONS A-7

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 MANHATTAN BEACH, CALIFORNIA

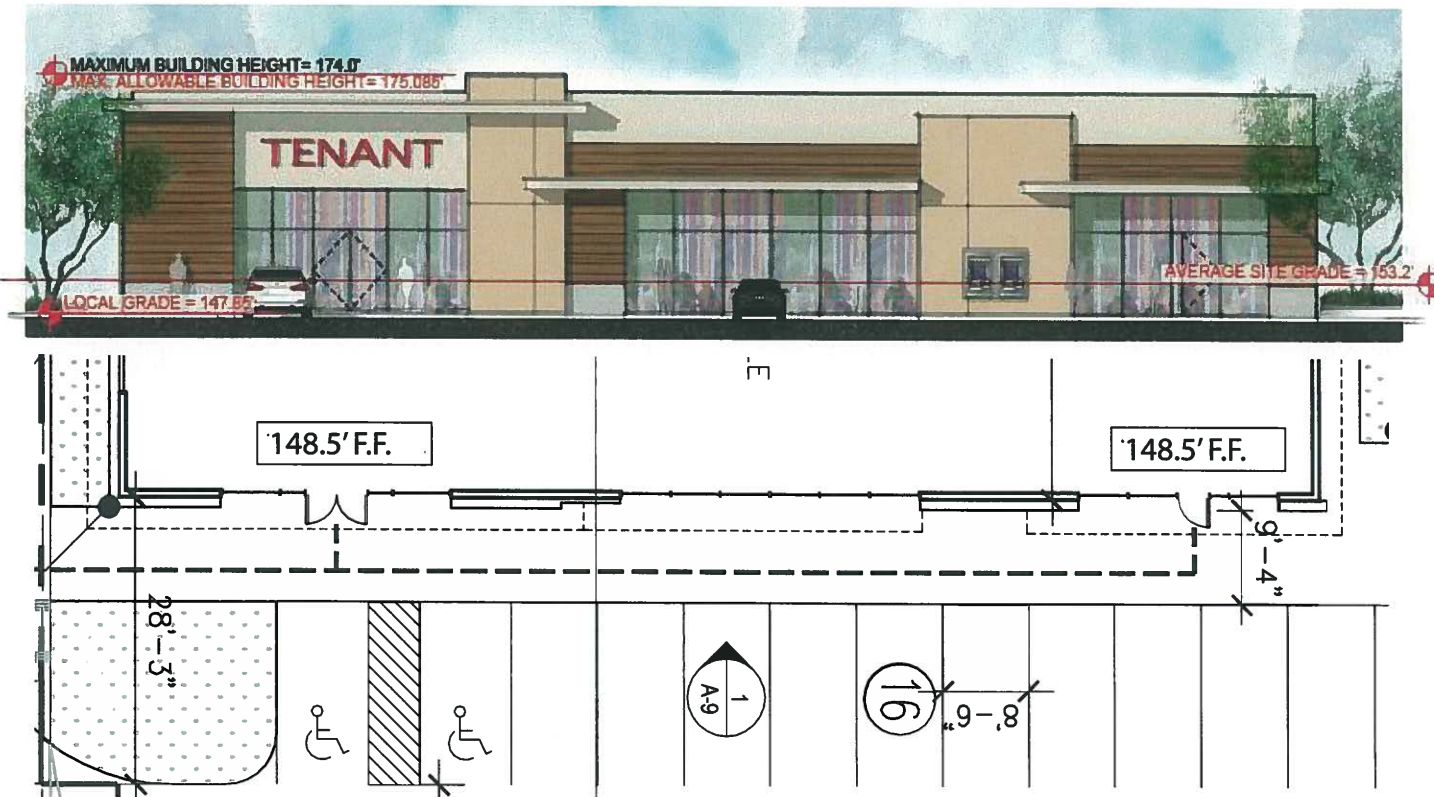


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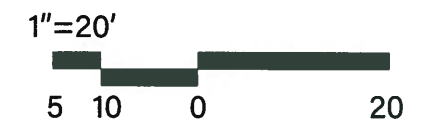
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BANK PAD HEIGHT EXHIBIT A-7X

GELSON'S MANHATTAN BEACH
SWC 8TH ST. & SEPULVEDA BLVD.
MANHATTAN BEACH, CALIFORNIA



133 PENN STREET
EL SEGUNDO,
CALIFORNIA 90245
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NOTE: REFER TO LANDSCAPING PLAN ON SHEET L-1 FOR MORE INFORMATION REGARDING TREE SIZES

BANK PAD PERSPECTIVE A-8

GELSON'S MANHATTAN BEACH
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MAX BUILDING HEIGHT = 174'

AVERAGE SITE GRADE = 153.2'

NOTE: REFER TO LANDSCAPING PLAN ON SHEET L-1 FOR MORE INFORMATION REGARDING TREE SIZES

BANK PAD SECTION A-9

GELSON'S MANHATTAN BEACH
 SWC 8TH ST. & SEPULVEDA BLVD.
 MANHATTAN BEACH, CALIFORNIA



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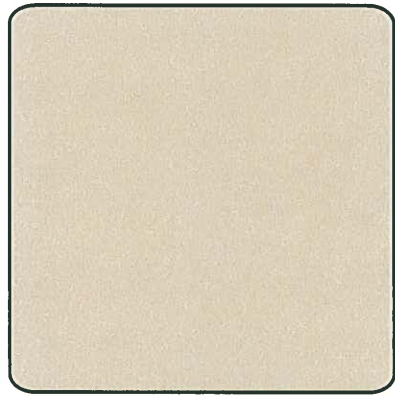
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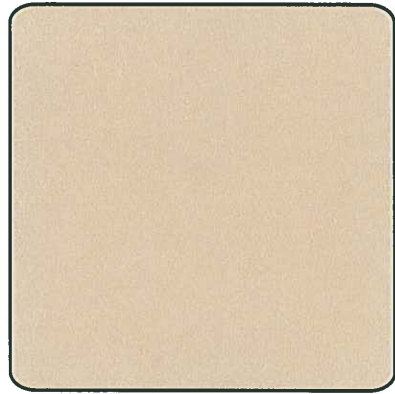
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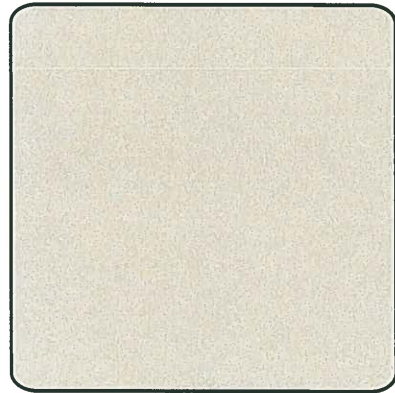
STUCCO



S
1

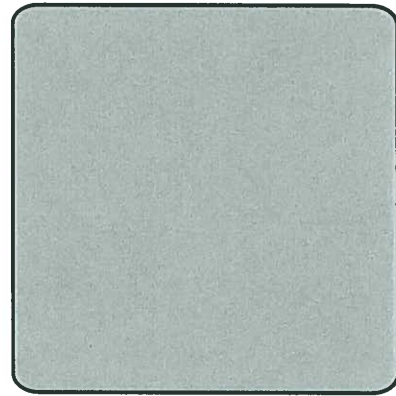


S
2



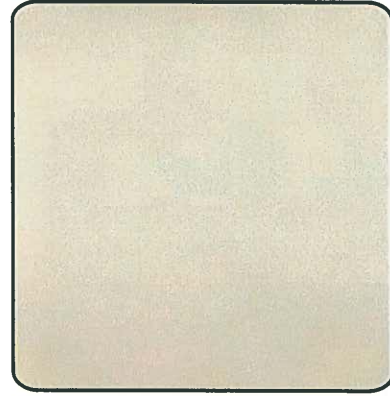
S
3

NATURAL CONCRETE



C
-

METAL AWNING



M
4

WOOD



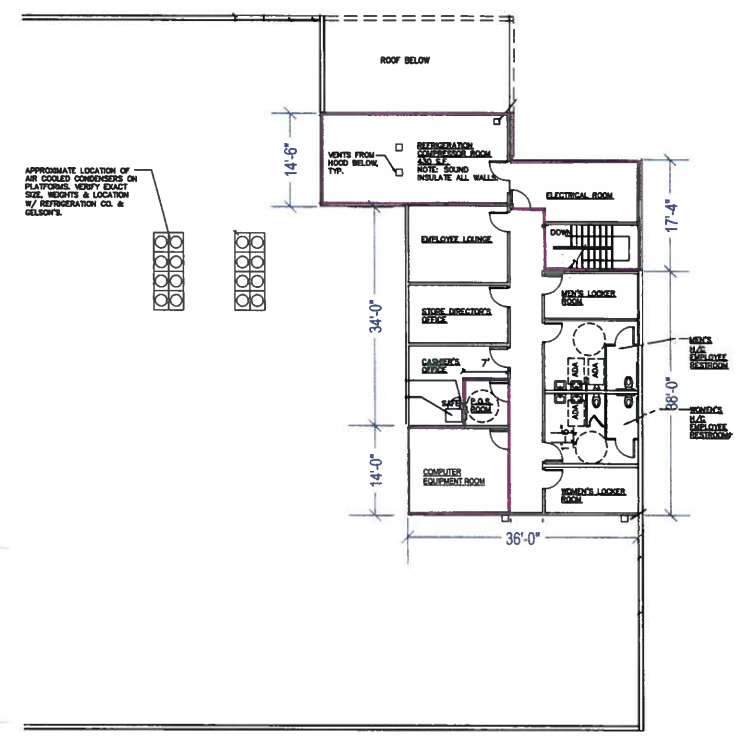
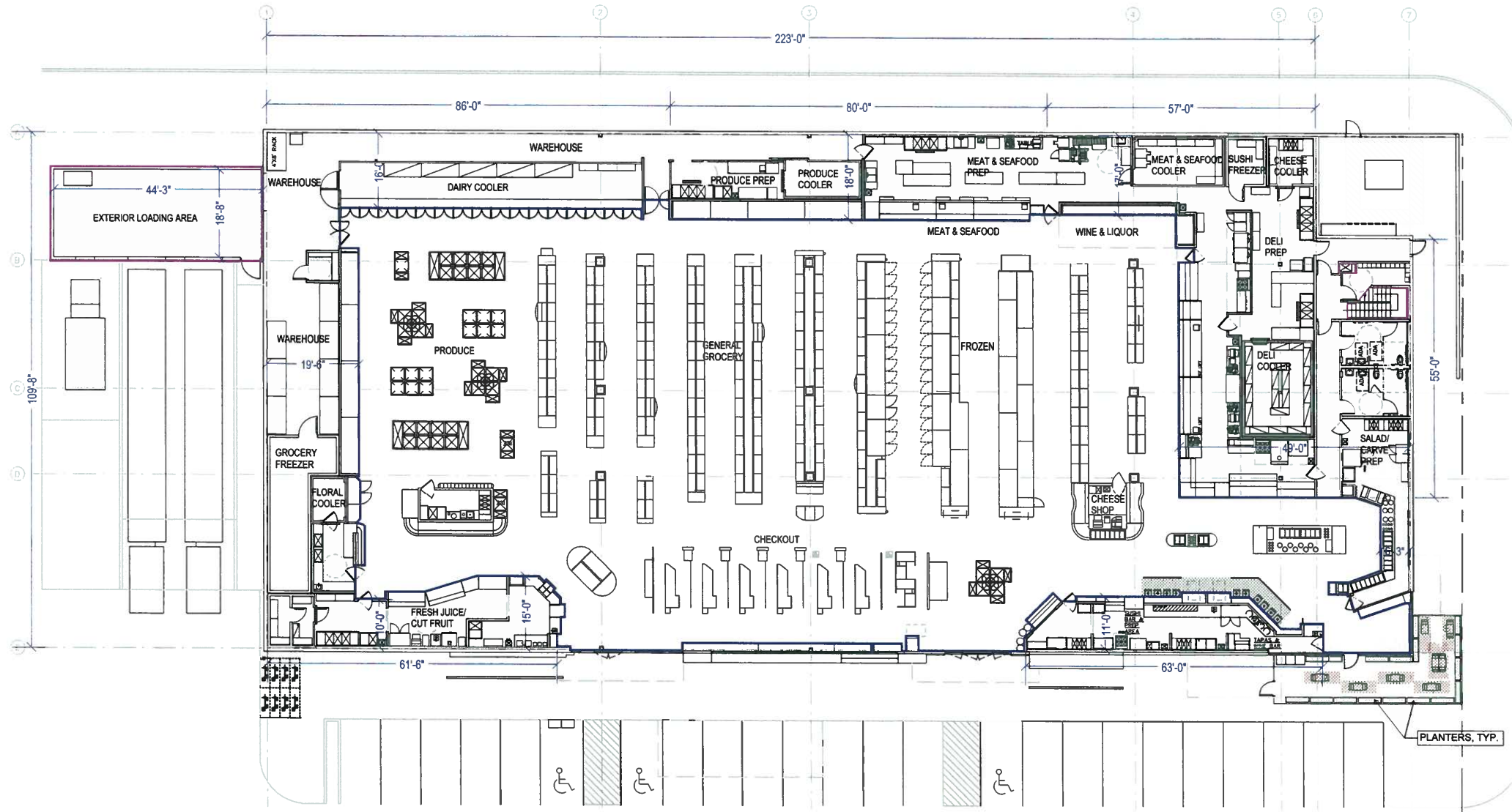
W
-

EXTERIOR MATERIALS

- S STUCCO
- M 20 GAUGE BREAK METAL / MULLIONS
- W IPE WOOD SIDING

EXTERIOR COLORS AND FINISHES

- SW 7571 "CASA BLANCA" W NATURAL FINISH
- 1
- SW 7573 "EAGLET BEIGE"
- 2
- SW 7002 "DOWNEY"
- 3
- C NATURAL CONCRETE
-
- ME705 "MODERN MASTERS OYSTER"
- 4



2 MEZZANINE
1" = 30'-0"

	MANHATTAN BEACH	
GROUND FLOOR BUILDABLE FLOOR AREA (SF):	26,591	23,848
SALES FLOOR AREA (SF):	16,287	15,747
BACK OF HOUSE AREA (SF):	10,304	8,101
MEZZANINE AREA (SF):	1,309	3,960
AREAS EXCLUDED FROM BUILDABLE FLOOR AREA (SF):	1,988	1,576
ONSITE PARKING PROVIDED:	135	114
SEATING AREA (SEATS):		
INDOOR	145 SF (12 SEATS)	245 SF (17 SEAT)
OUTDOOR	16	14

SEPULVEDA & 8TH- MANHATTAN BEACH STORE #24

1 FLOOR PLAN
1" = 30'-0"

FIXTURE PLAN- EXHIBIT 1 EX-1

GELSON'S MANHATTAN BEACH
SWC 8TH ST. & SEPULVEDA BLVD.
MANHATTAN BEACH, CALIFORNIA

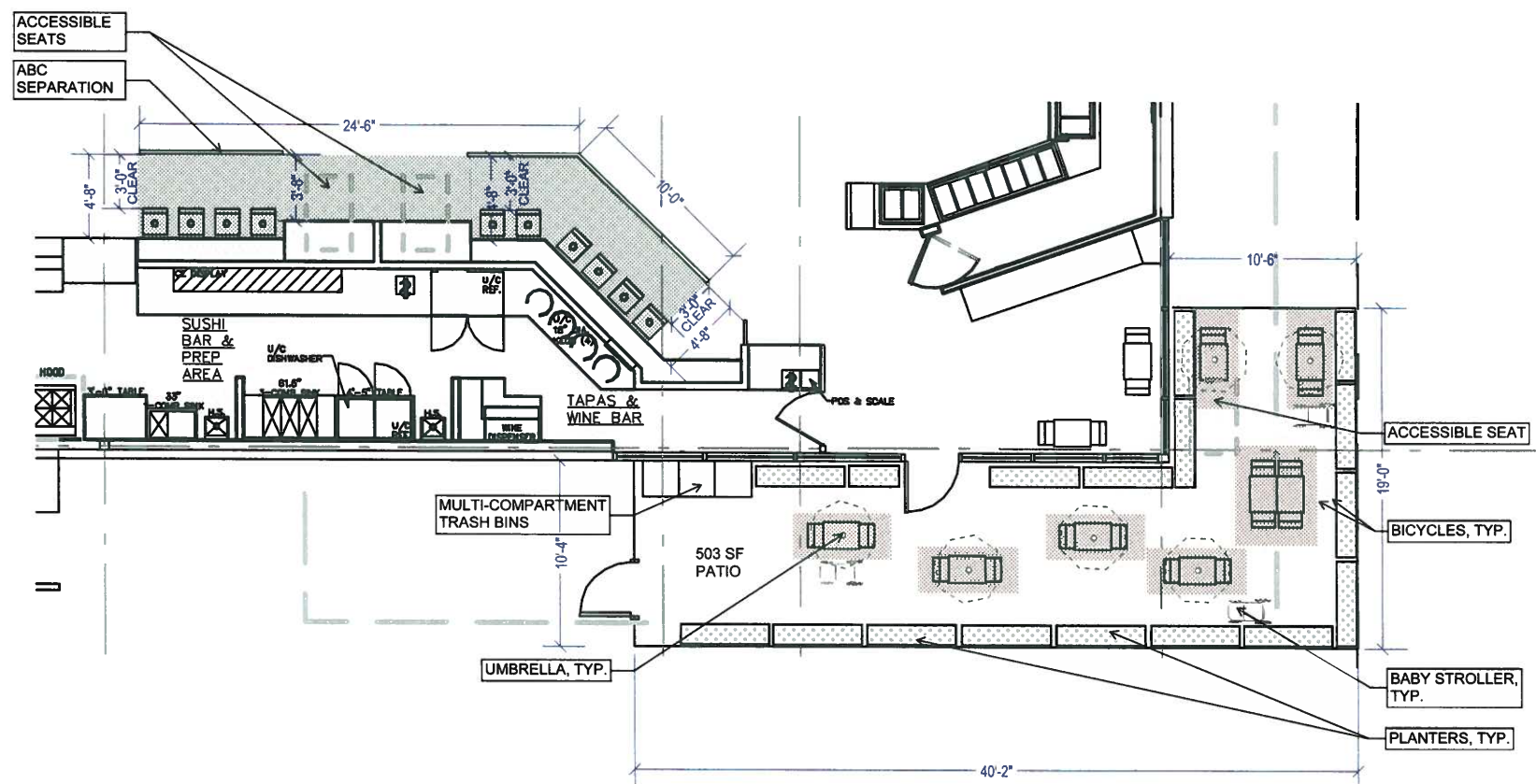


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Pasadena, Ca 91105
t: 626 796 8230
F: 626 796 8735





SEATING AREA (SF):
 INDOOR 145 SF (12 SEATS)
 OUTDOOR 16 SEATS

**SEPULVEDA & 8TH- MANHATTAN BEACH
 STORE #24**

SCALE: 1" = 10'-0"

FIXTURE PLAN- EXHIBIT 1 EX-1A

GELSON'S MANHATTAN BEACH
 SWC 8TH ST. & SEPULVEDA BLVD.
 MANHATTAN BEACH, CALIFORNIA

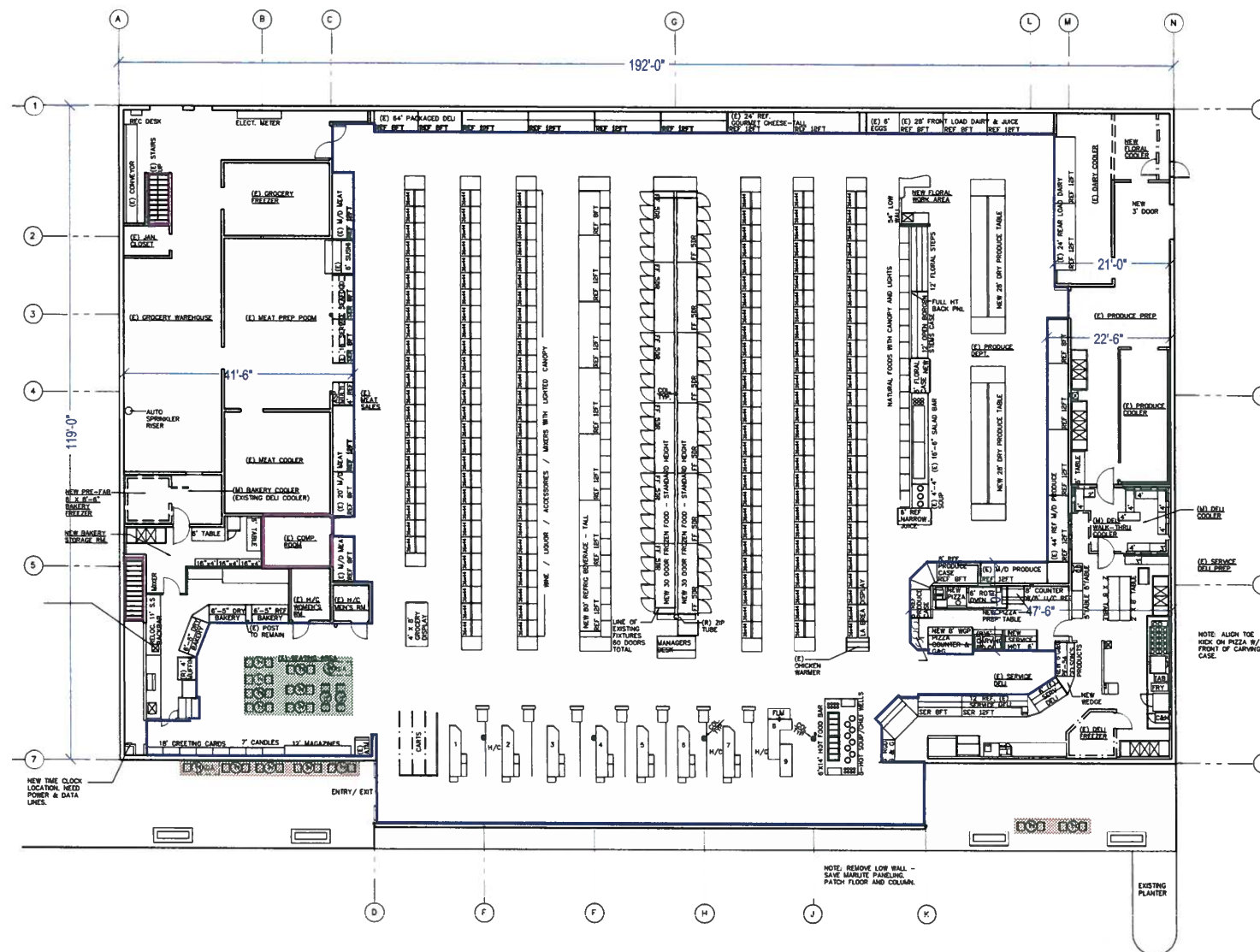
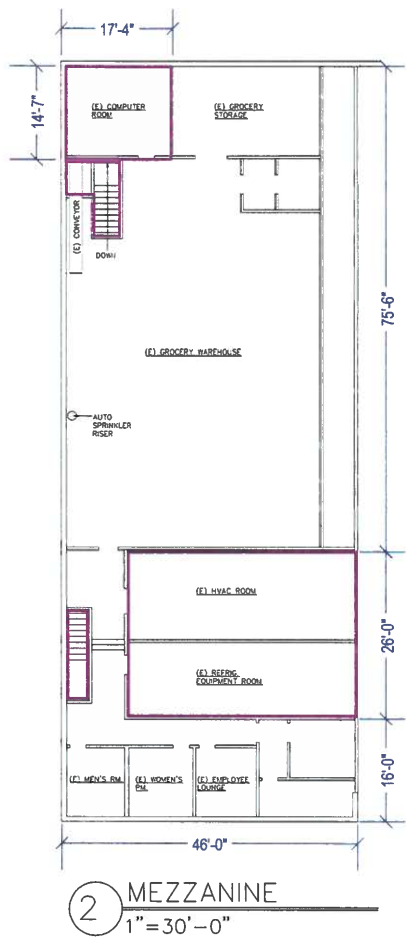


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	MANHATTAN BEACH	HOLLYWOOD
GROUND FLOOR BUILDABLE FLOOR AREA (SF):	26,591	23,848
SALES FLOOR AREA (SF):	16,287	15,747
BACK OF HOUSE AREA (SF):	10,304	8,101
MEZZANINE AREA (SF):	1,309	3,960
AREAS EXCLUDED FROM BUILDABLE FLOOR AREA (SF):	1,988	1,576
ONSITE PARKING PROVIDED:	135	114
SEATING AREA (SEATS):		
INDOOR	145 SF (12 SEATS)	245 SF (17 SEATS)
OUTDOOR	16	14

1 FLOOR PLAN
1" = 30'-0"

HOLLYWOOD STORE #114

FIXTURE PLAN- EXHIBIT 2 EX-2

GELSON'S MANHATTAN BEACH
SWC 8TH ST. & SEPULVEDA BLVD.
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NOTE:

— AREAS NOT INCLUDED IN BUILDABLE FLOOR AREA: 316 SF
 BUILDABLE FLOOR AREA: 6,684 SF

GELSON'S MANHATTAN BEACH
 SWC 8TH ST. & SEPULVEDA BLVD.
 MANHATTAN BEACH, CALIFORNIA



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PLANT SCHEDULE (REFER TO PLANT LEGEND ON SHEET L-2 FOR EXPECTED DURATION FOR MATURITY)

TREES	BOTANICAL NAME	COMMON NAME	CONT
	Cercidium x 'Desert Museum'	Thornless Palo Verde	36" Box
	Olea europaea 'Wilsoni' from Norman's Nursery 626.285.9795	Wilson Olive	36" Box Multi Trunk
	Prunus caroliniana Columns	Carolina Laurel Cherry	15 gal
	Prunus caroliniana 'Bright 'N Tight' TM Colum - Hedge	Bright 'N Tight Carolina Laurel	15 gal
	Raphiotepla indica 'Majestic Beauty' TM	Majestic Beauty Indian Hawthorne Standard	15 Gal Standard

EXISTING TREES	BOTANICAL NAME	COMMON NAME	CONT
	Cocos plumosa	Queen Palm	Existing Relocated
	Cocos plumosa Relocate per plan	Queen Palm	Existing to be Removed
	Metrosideros	New Zealand Christmas Tree	Existing to be Removed
	Metrosideros excelsus	New Zealand Christmas Tree	Existing to Remain

PALM TREES	BOTANICAL NAME	COMMON NAME	CONT
	Washingtonia robusta from Ellis Farms 760-767-5234	Mexican Fan Palm	22' Brown Trunk Skinned

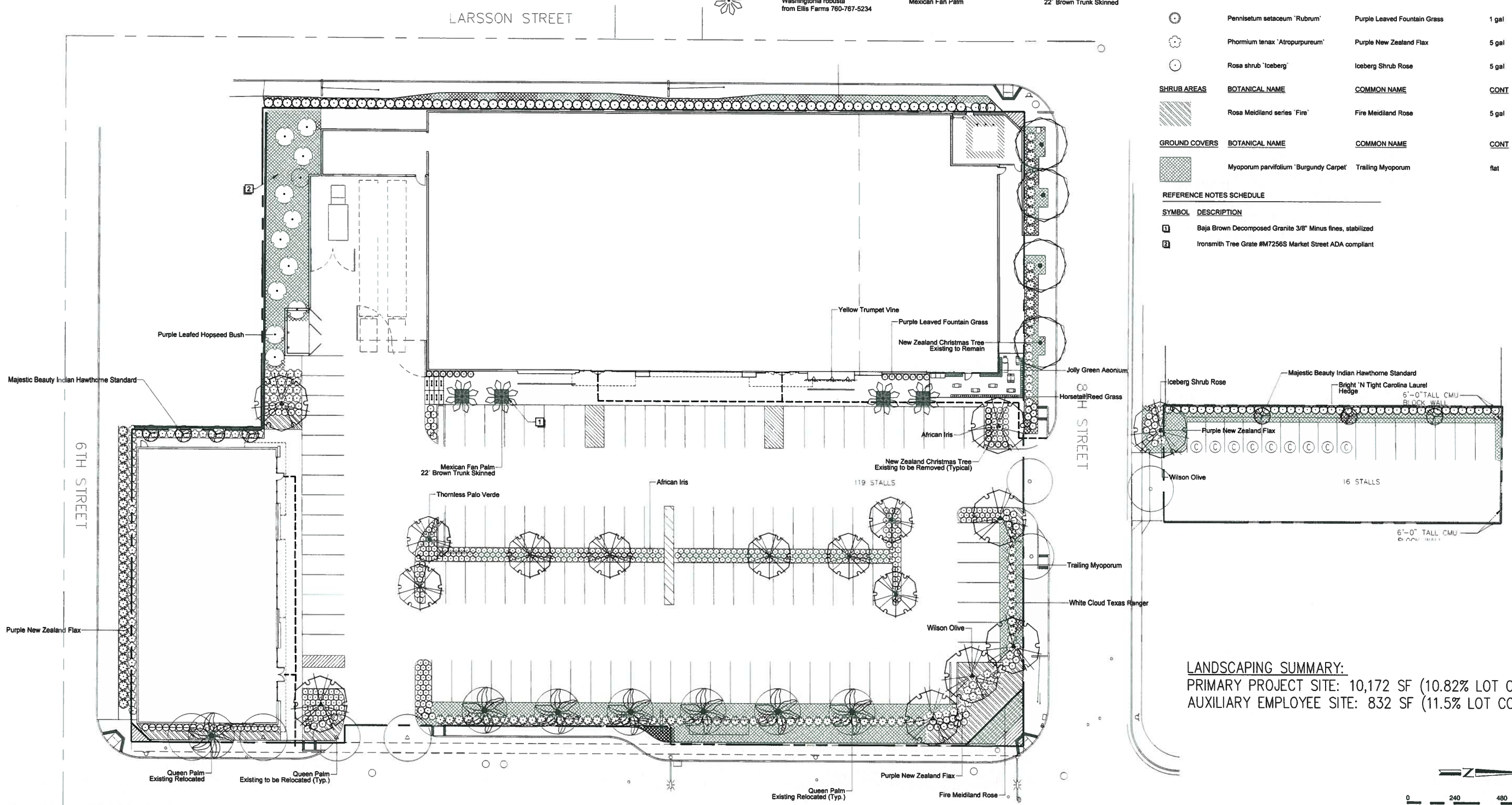
SHRUBS	BOTANICAL NAME	COMMON NAME	CONT
	Aeonium x 'Jolly Green'	Jolly Green Aeonium	1 gal
	Diets vegeta	African Iris	5 gal
	Dodonaea viscosa 'Purpurea'	Purple Leaved Hopseed Bush	15 gal
	Equisetum hyemale	Horsetail Reed Grass	1 gal
	Leucophyllum frutescens 'White Cloud'	White Cloud Texas Ranger	5 gal
	Macfadyena unguis-cati	Yellow Trumpet Vine	5 gal
	Pennisetum setaceum 'Rubrum'	Purple Leaved Fountain Grass	1 gal
	Phormium tenax 'Atropurpureum'	Purple New Zealand Flax	5 gal
	Rosa shrub 'Iceberg'	Iceberg Shrub Rose	5 gal

SHRUB AREAS	BOTANICAL NAME	COMMON NAME	CONT
	Rosa Meidiland series 'Fire'	Fire Meidiland Rose	5 gal

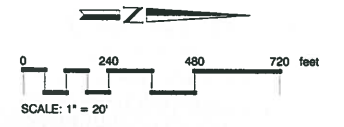
GROUND COVERS	BOTANICAL NAME	COMMON NAME	CONT
	Myoporum parvifolium 'Burgundy Carpet'	Trailing Myoporum	flat

REFERENCE NOTES SCHEDULE

SYMBOL	DESCRIPTION
	Baja Brown Decomposed Granite 3/8" Minus fines, stabilized
	Ironsmith Tree Grate #M7256S Market Street ADA compliant



LANDSCAPING SUMMARY:
 PRIMARY PROJECT SITE: 10,172 SF (10.82% LOT COVERAGE)
 AUXILIARY EMPLOYEE SITE: 832 SF (11.5% LOT COVERAGE)



LANDSCAPE PLAN

LANDSCAPE PLAN L-1

GELSON'S MANHATTAN BEACH
 SWC 8TH ST. & SEPULVEDA BLVD.
 MANHATTAN BEACH, CALIFORNIA



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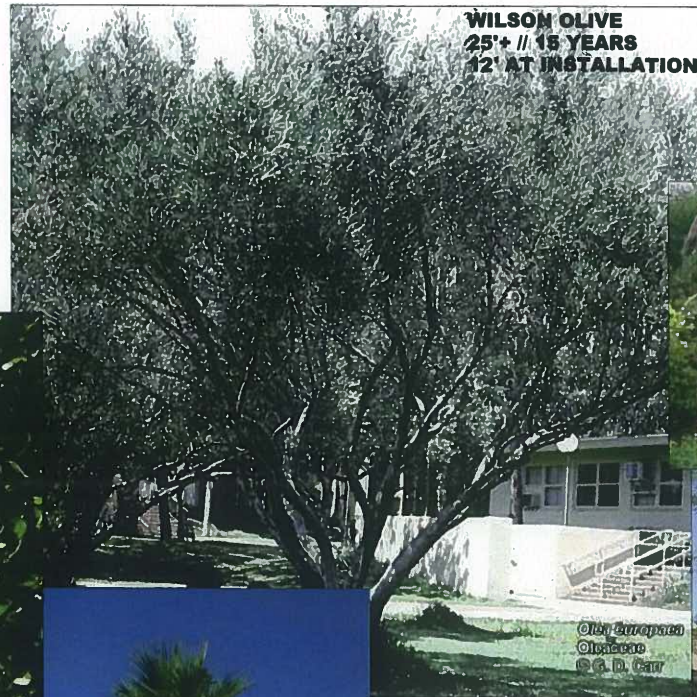
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QUEEN PALM
EXISTING TO BE RELOCATED



WILSON OLIVE
25'+ // 15 YEARS
12' AT INSTALLATION



MONROVIA



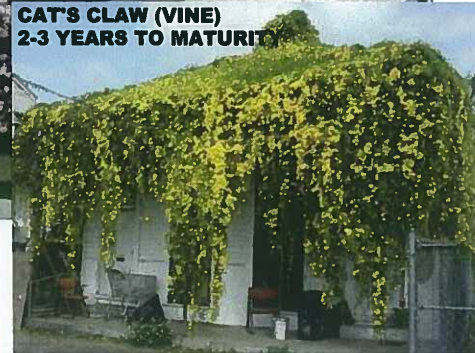
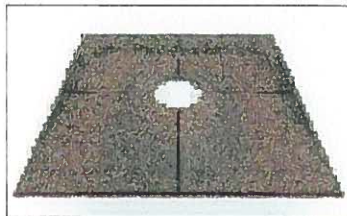
THORNLESS PALO VERDA
25'+ // 3 YEARS
12' AT INSTALLATION



HOPSEED
12'+ // 3-5 YEARS
5" AT INSTALLATION



MEXICAN FAN PALM
100'+ // ~20 YEARS
18' AT INSTALLATION



CAT'S CLAW (VINE)
2-3 YEARS TO MATURITY

PLANT LEGEND

GELSON'S MANHATTAN BEACH
SWC 8TH ST. & SEPULVEDA BLVD.
MANHATTAN BEACH, CALIFORNIA



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PLANT LEGEND L-2

CUMMINS CURLEY
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