

MANHATTAN VILLAGE



October 3, 2012

REDEVELOPMENT PROJECT

Addressing community concerns...

Project Size



Plaza
El Segundo

current
425,000 sq ft

proposed/entitled
+71,000 sq ft



Galleria at
South Bay

903,000 sq ft

Looking to expand
existing center with
new anchor stores



Del Amo

2.3 million sq ft

proposed
\$200 million
expansion/renovation



Manhattan
Village

422,750 sq ft

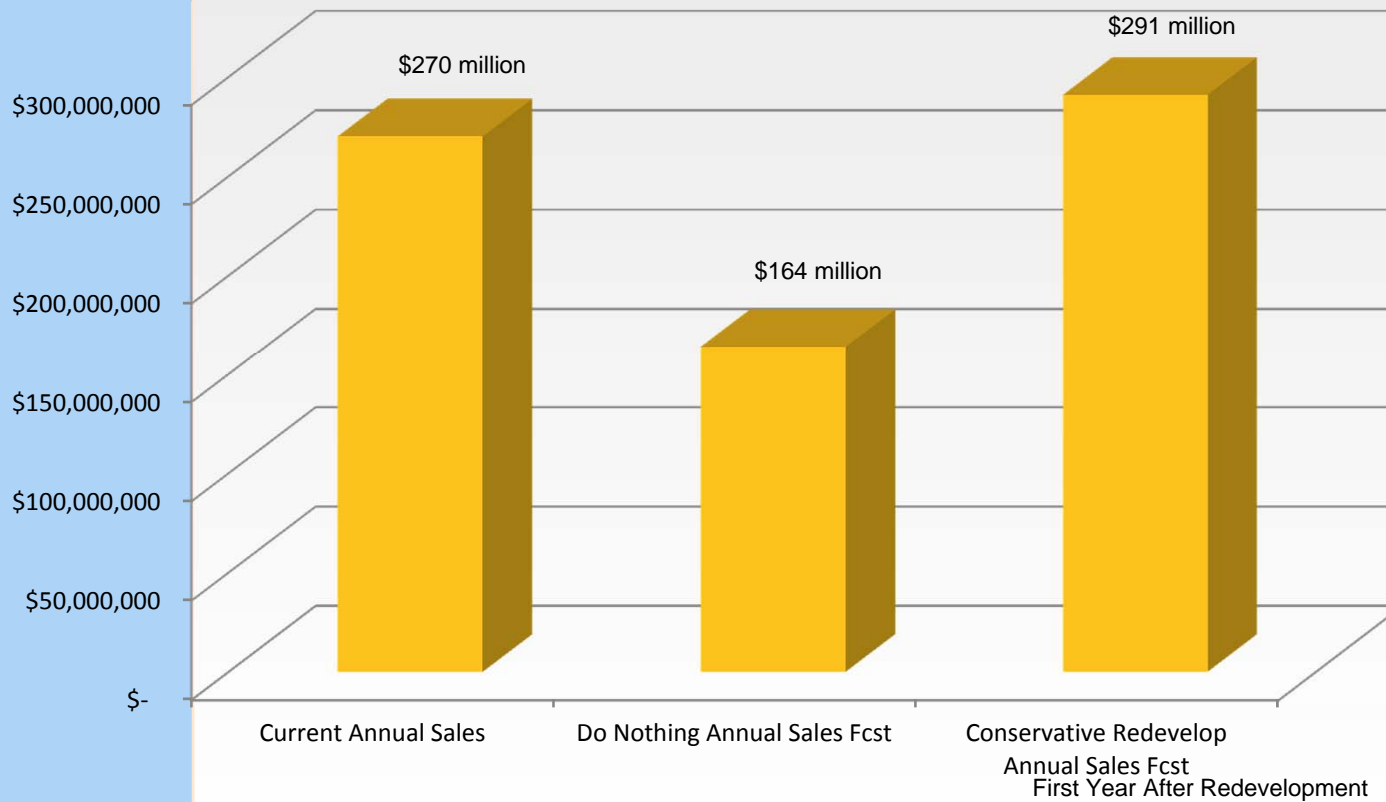
+123,600 sq ft

DEIR COMMENTS

Addressing community concerns...

Projected Sales at Manhattan Village

Total Annual Sales by MVSC Retailers



DEIR COMMENTS

Source: 2012 Allan D. Kotin & Associates Analysis

Enhancing Competitiveness ...



Keeping Existing Tenants. Losing Retailers to Others.

- At any given time, Manhattan Village has little or no vacancy
- Lack of available space means less flexibility in working with existing tenants to expand. Apple is an example of this problem
- Lack of available space means retailers and restaurants who want Manhattan Beach go elsewhere
- Manhattan Village has already lost several prospective retailers to El Segundo Plaza: J Crew, Banana Republic, Anthropologie and Lululemon are examples
- Plaza El Segundo is expanding by 71,000 SF. There is demand in the market for both the Plaza El Segundo expansion and Manhattan Village expansion
- Manhattan Village wants to have the better offering and woo to Manhattan Beach better operators and sales tax generators for Manhattan Beach

WHY CHANGE?

Manhattan Village needs updating...

Photo of Parcel 17
buildings here



A Step Behind ...

- Out buildings have no connection to the main center
- No outdoor pedestrian spaces
- Fry's parcel is an island
- Huge surface parking lots requiring long walks to retail

New Lifestyle Centers ...

- Resemble cozier Main Street shopping districts
- Pedestrian friendly open-air design dotted with fountains and benches
- Retailers prefer open-air to enclosed mall spaces
- Concentration of parking close to retail destinations

WHY CHANGE?

Anchors are changing...



Pacific Theaters

- Pacific Theaters decided to close on May 31, 2012
- Tired six-screen theater could not compete with Pacific's ArcLight Cinema
- Pacific controls the film zone



Fry's Electronics

- Lease expires in December, 2016
- Departure provides opportunity to connect the Fry's "island" with the rest of the center
- Corner available for city to brand its gateway



Macy's

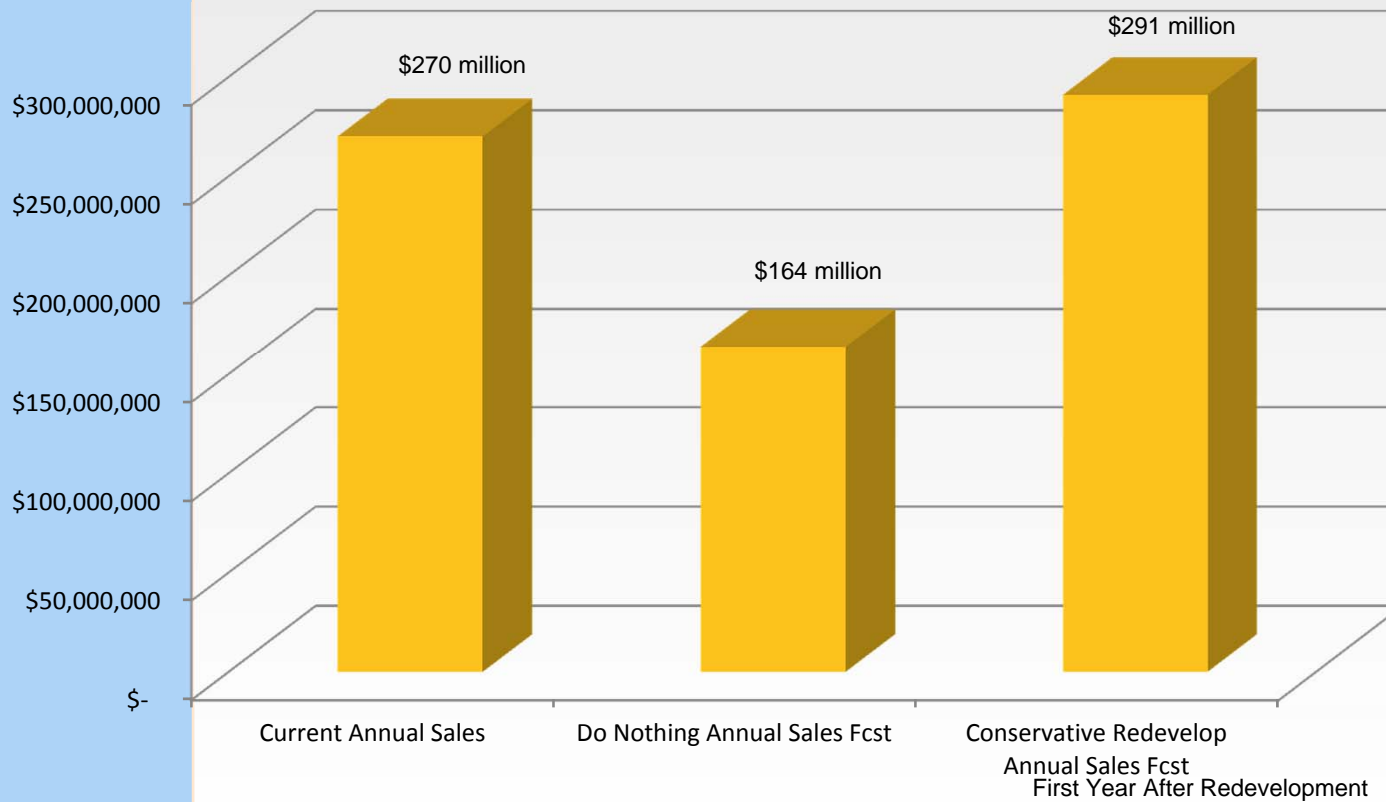
- Need to provide opportunity for Macy's to unite its two locations under a single roof at Manhattan Village
- Keep this anchor committed to the center, while freeing up additional space for new anchor in the Men's Store

WHY CHANGE?

Addressing community concerns...

Projected Sales at Manhattan Village

Total Annual Sales by MVSC Retailers

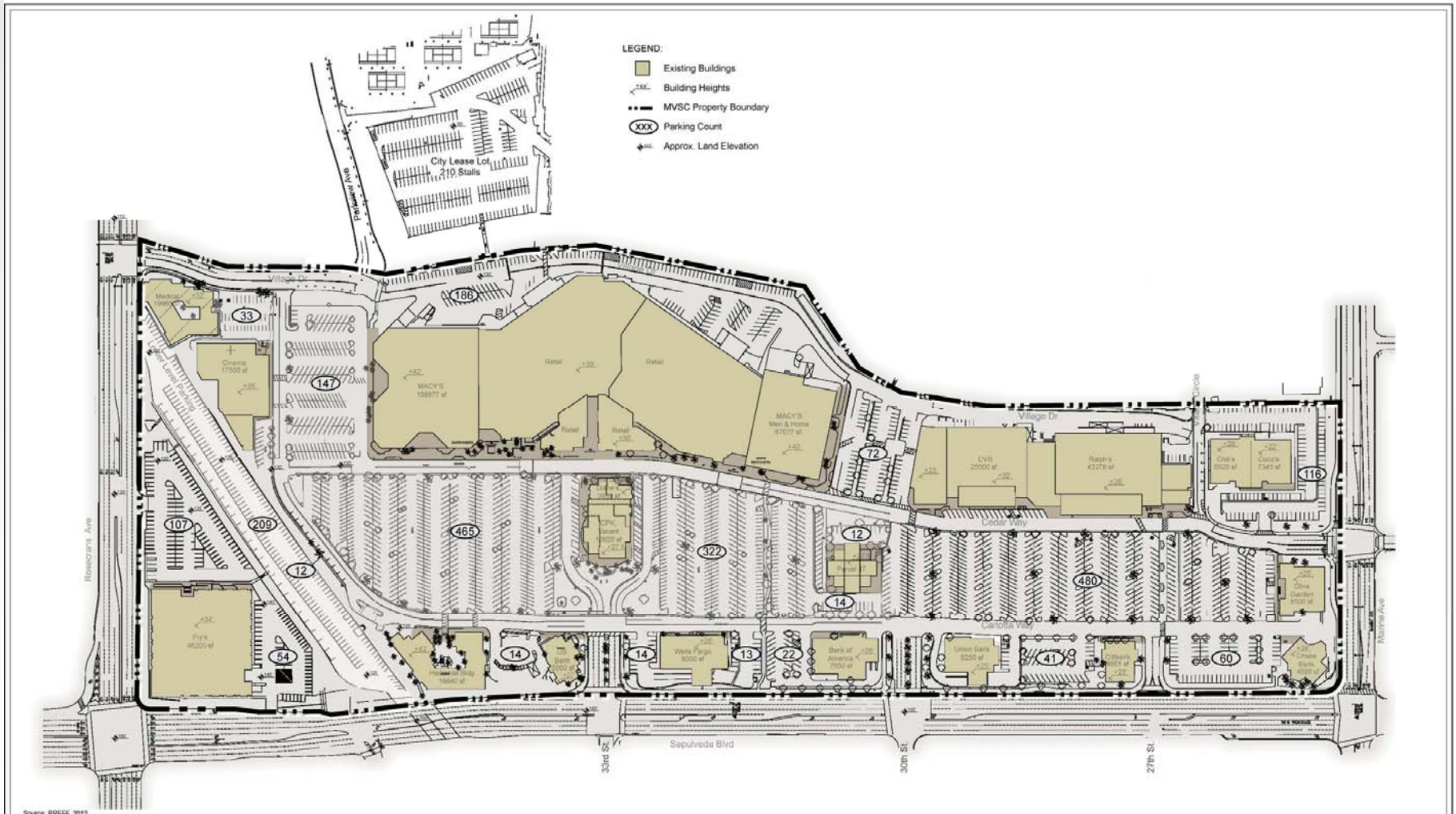


DEIR COMMENTS

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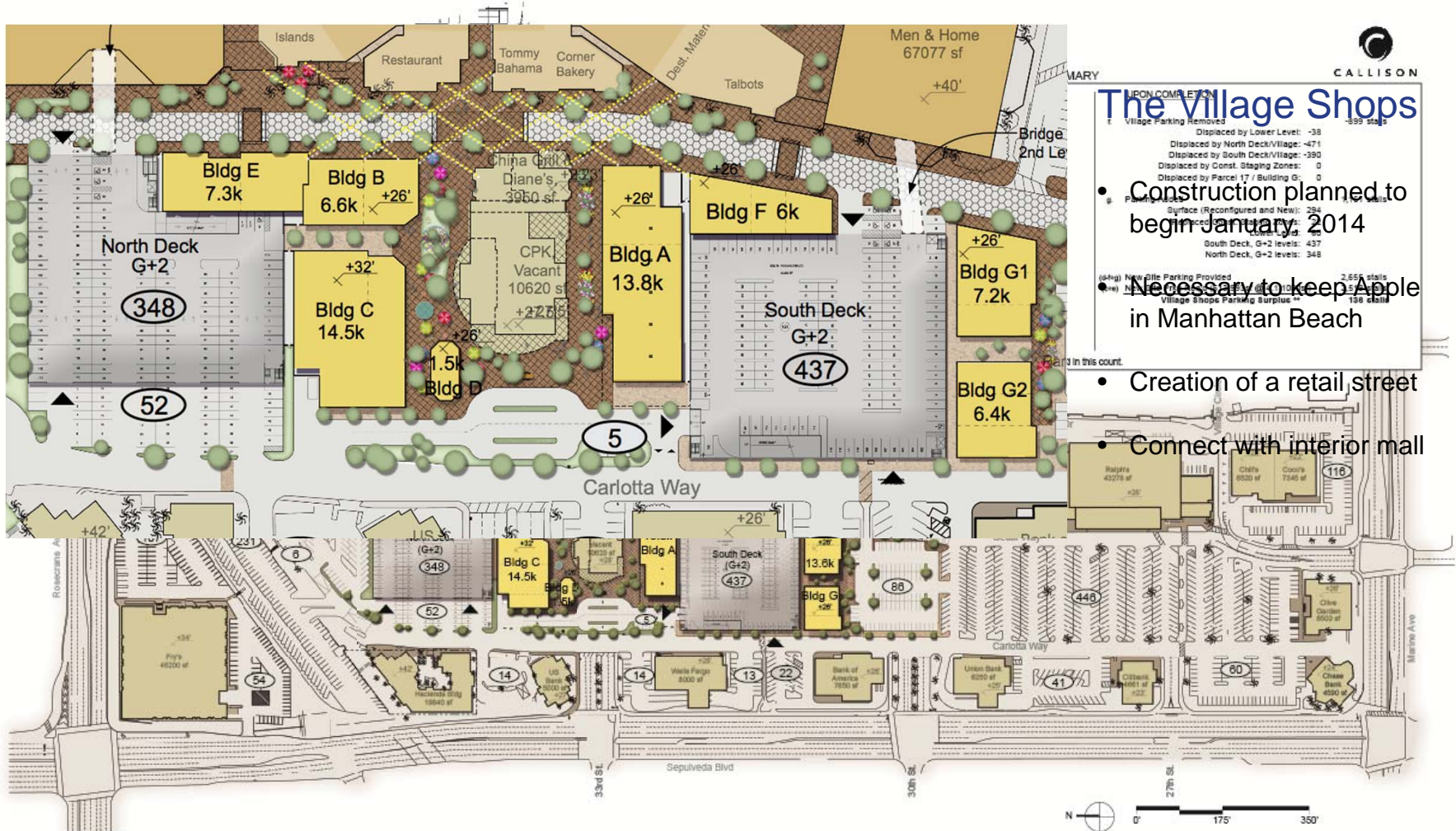
EXISTING CENTER

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VILLAGE SHOPS

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UPON COMPLETION

The Village Shops

Village Parking Removed
 Displaced by Lower Level: -38
 Displaced by North Deck/Village: -471
 Displaced by South Deck/Village: -390
 Displaced by Const. Staging Zones: 0
 Displaced by Parcel 17 / Building G: 0

Surface (Reconfigured and New): 254
 New Surface: 101
 South Deck, G-2 levels: 437
 North Deck, G-2 levels: 348

(64k) New Site Parking Provided: 2,655 stalls
 Village Shops Parking Surplus: 138 stalls

- Construction planned to begin January 2014
- Necessary to keep Apple in Manhattan Beach
- Creation of a retail street
- Connect with interior mall

NORTHEAST CORNER

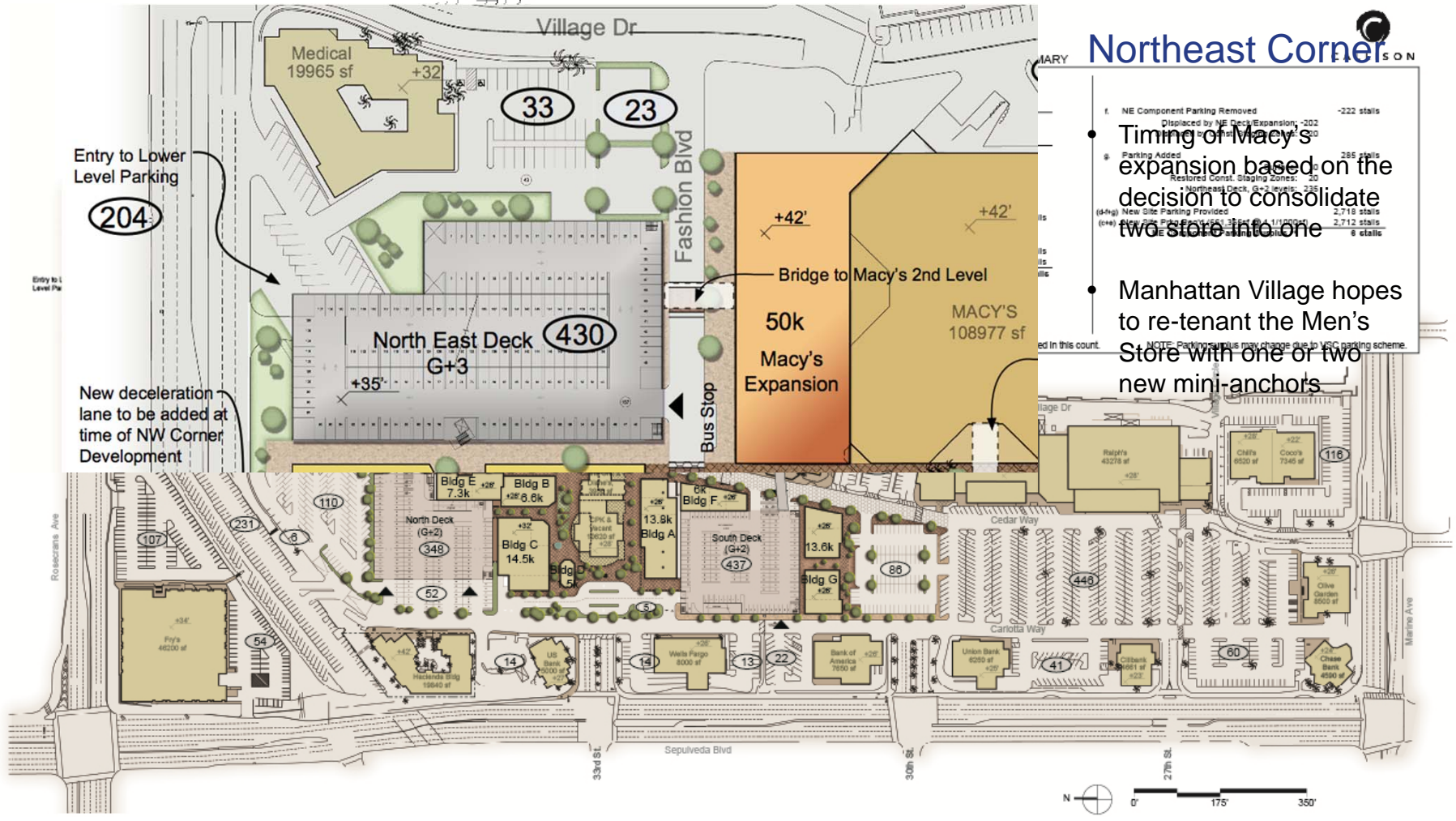
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Northeast Corner

- Timing of Macy's expansion based on the decision to consolidate two store into one
- Manhattan Village hopes to re-tenant the Men's Store with one or two new mini-anchors

f. NE Component Parking Removed	-222 stalls
Displaced by NE Deck Expansion	-202 stalls
g. Parking Added	285 stalls
Restored Const. Sliding Zones	30 stalls
h. Northeast Deck, G+3 levels	235 stalls
i. New Site Parking Provided	2,719 stalls
(6+4) New Site Parking Provided	2,712 stalls
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(6+4) New Site Parking Provided	2,712 stalls

NOTE: Parking surplus may change due to VRC parking scheme.



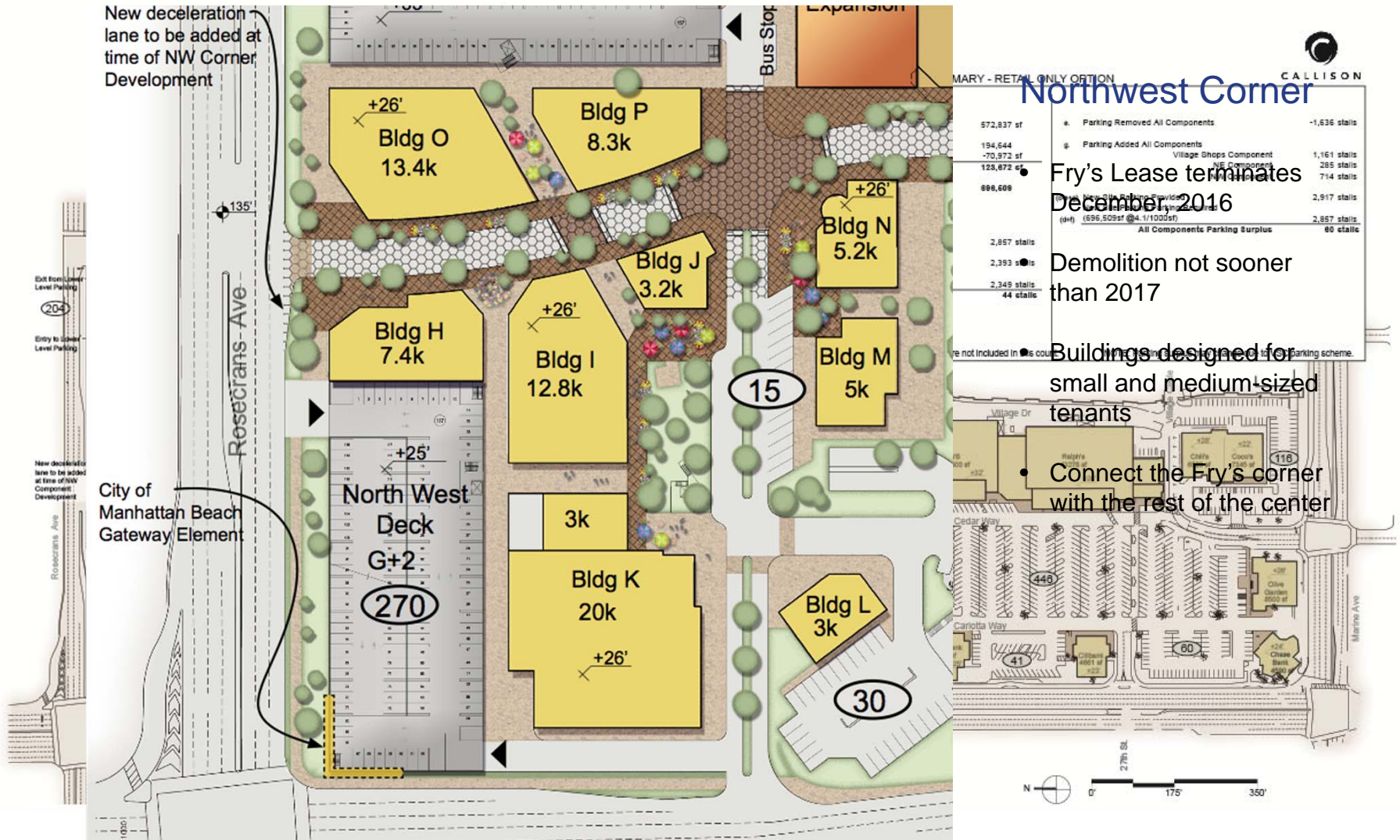
Entry to Lower Level Parking (204)

New deceleration lane to be added at time of NW Corner Development

ed in this count.

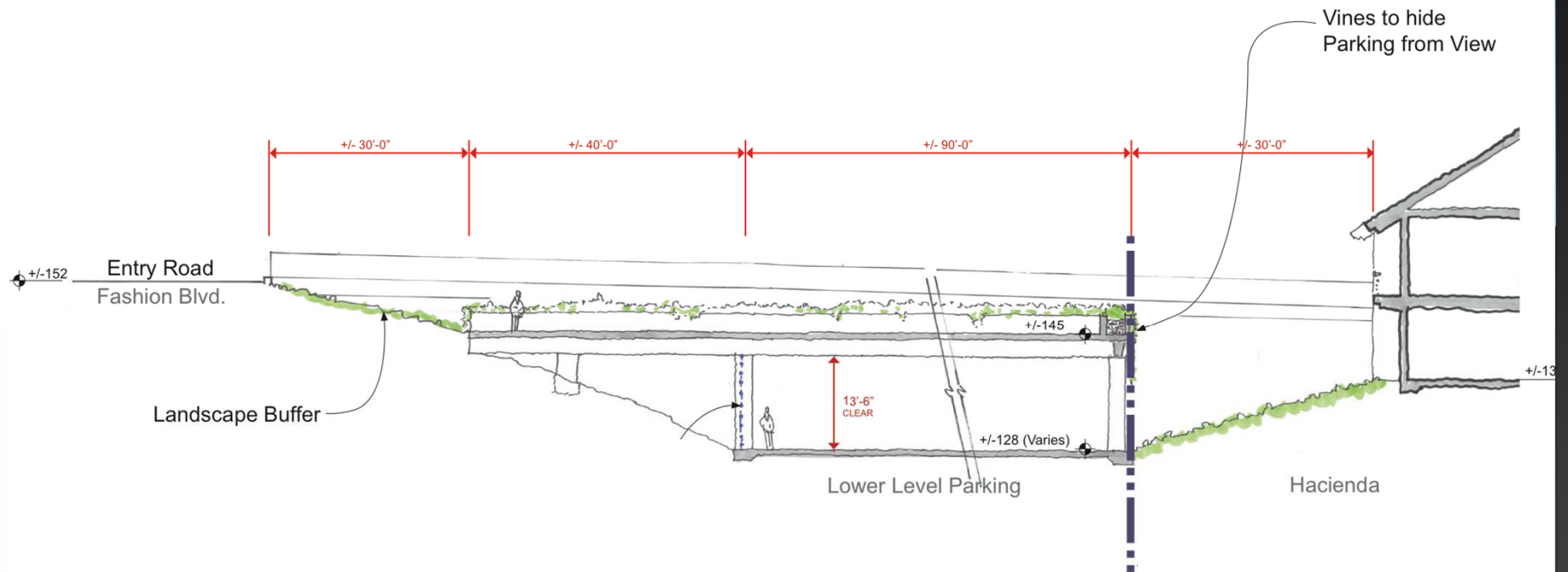
NORTHWEST CORNER

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NORTHWEST CORNER

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Parking and Circulation Enhancements

Parking reservoirs close to shopping destination

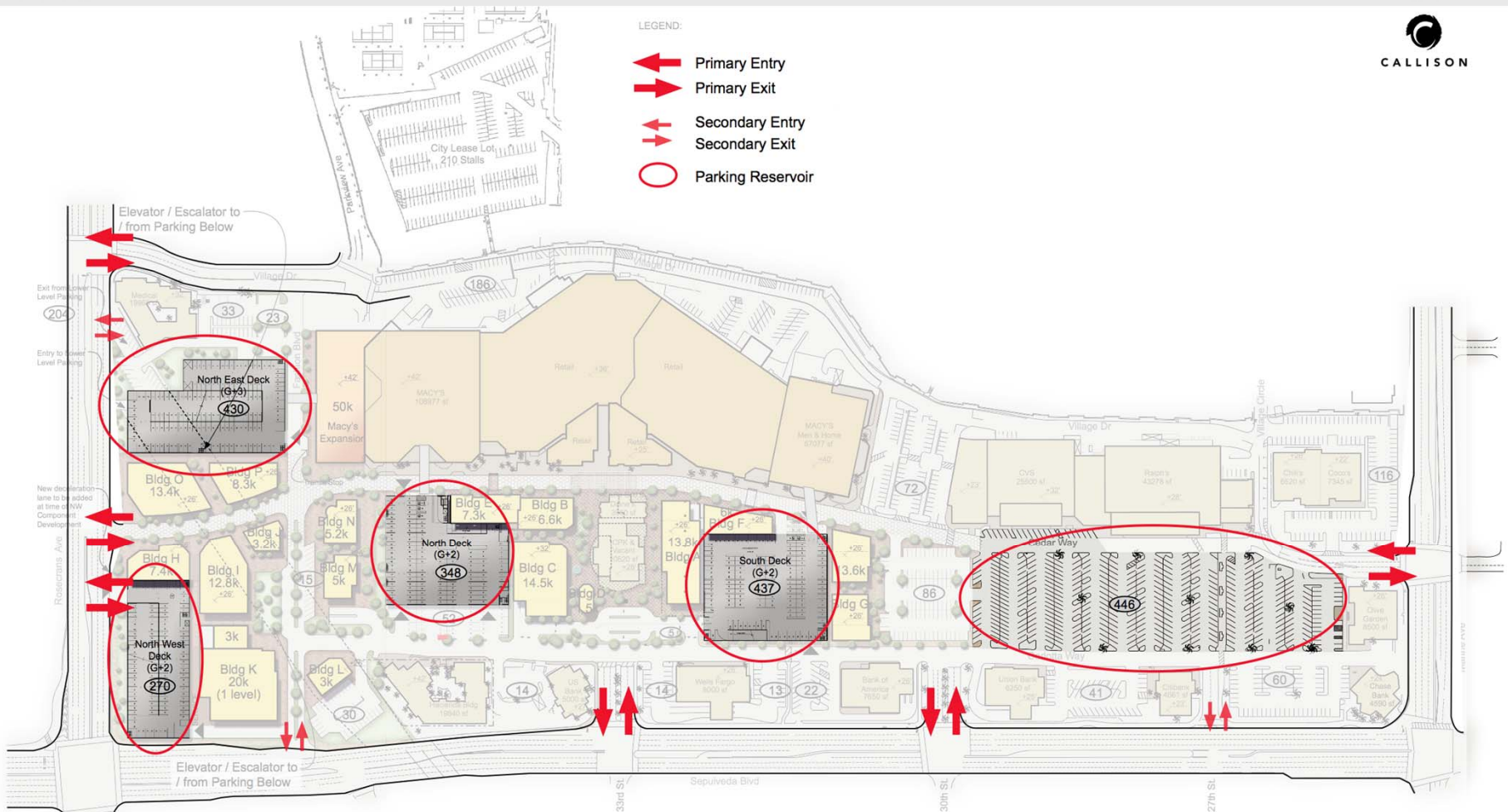
- Move away from the “huge parking lot” model
- As surface parking is displaced and buildings added, 4.1 spaces per 1,000 SF must be maintained
- Only solution is vertical parking decks

PARKING DECK ENTRY/EXIT

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- LEGEND:
- Primary Entry
 - Primary Exit
 - Secondary Entry
 - Secondary Exit
 - Parking Reservoir



Parking and Circulation Enhancements

Parking reservoirs close to primary entrances / exits

- Easier “in and out”
- Reduce need to drive all around to find a parking space
- Less internal traffic congestion

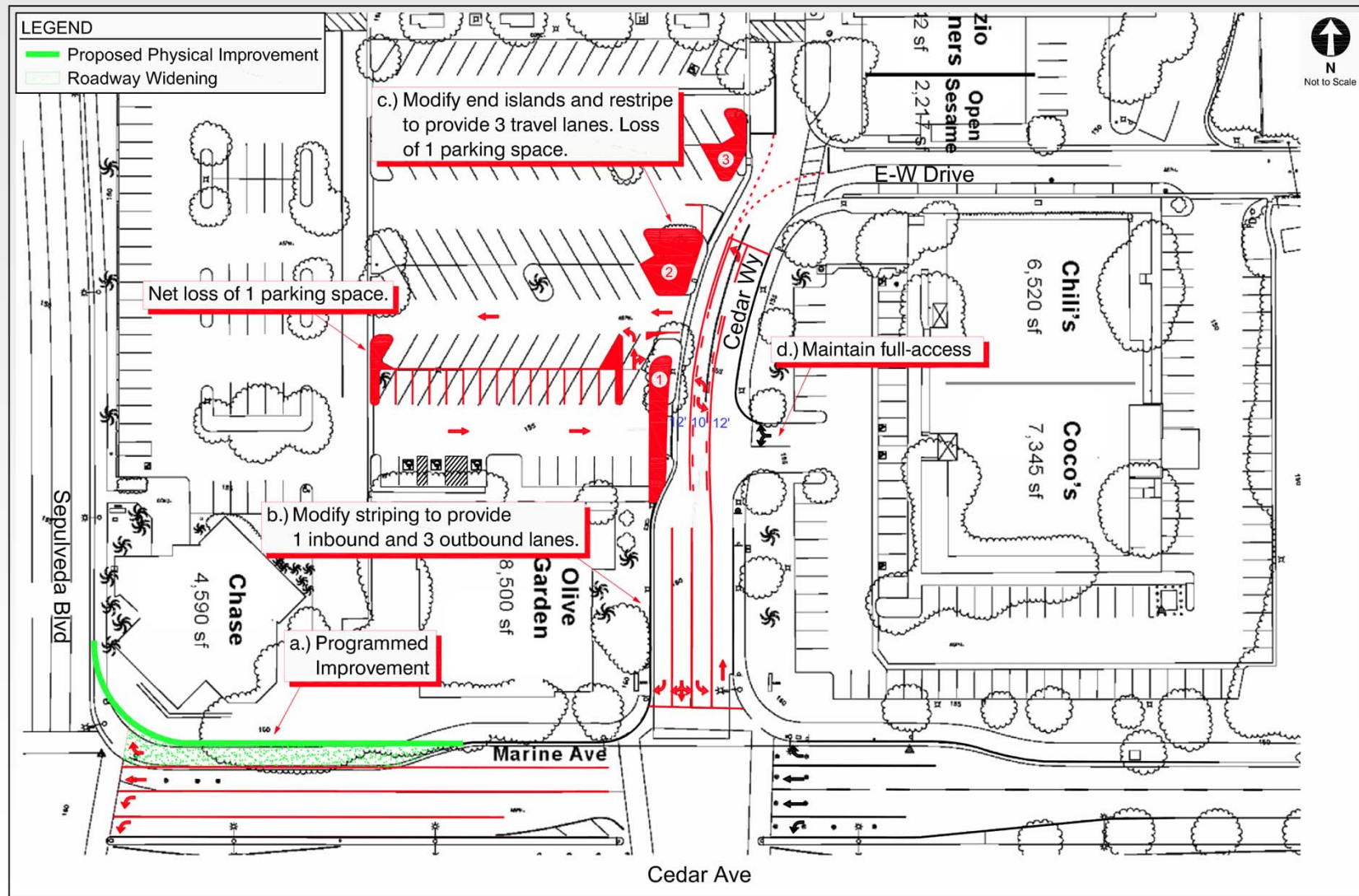
Parking and Circulation

Center to benefit from internal circulation changes underway

- Marine Avenue entrance changes coupled with Marine Avenue widening by City
- Middle turn lane to be added to internal loop road
- Sepulveda entrances converted to “T’s”

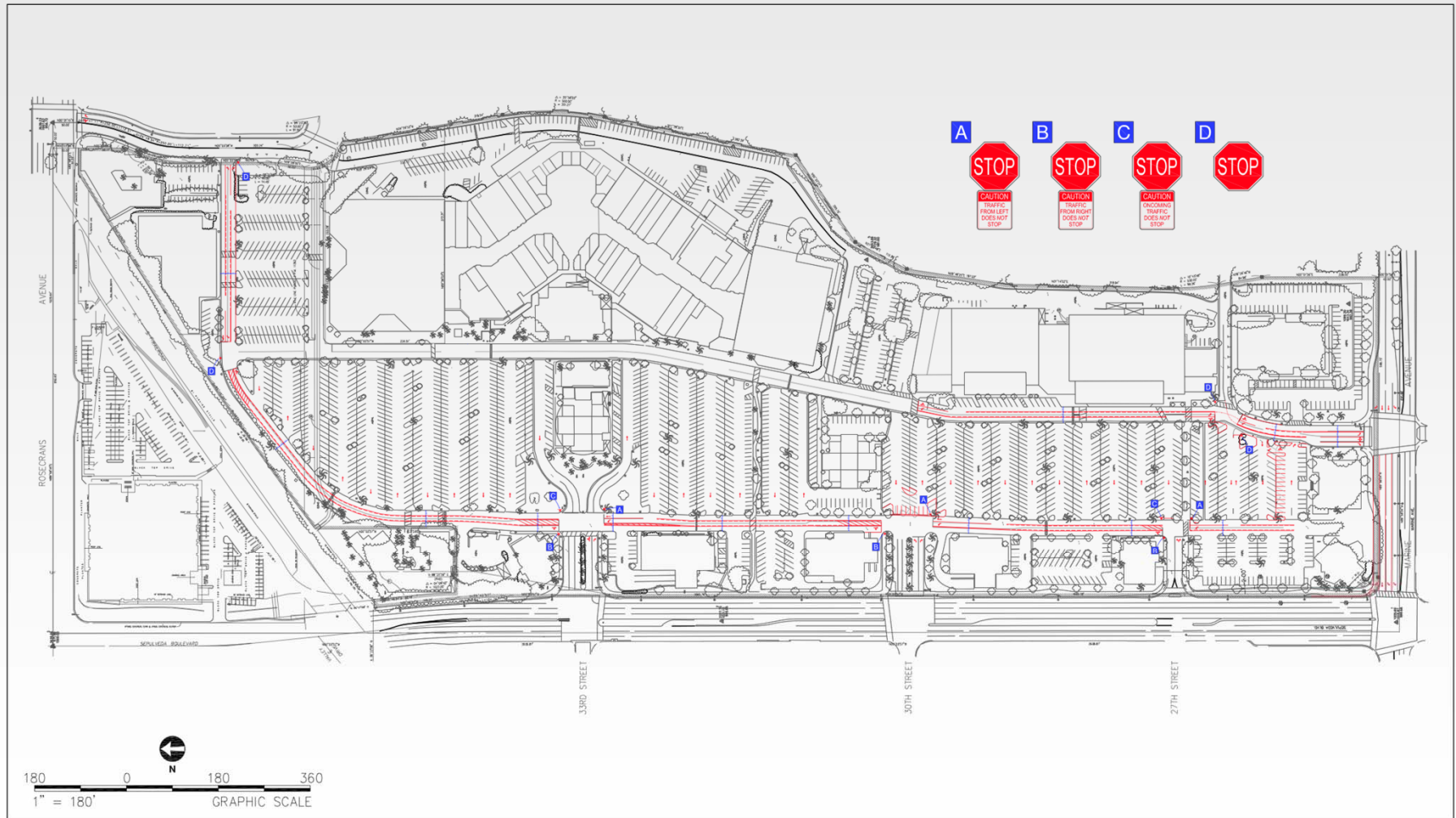
CEDAR WAY IMPROVEMENTS

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CIRCULATION IMPROVEMENTS

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Addressing community concerns...

Parking Decks

- Aesthetically appealing design
- Complements, doesn't overwhelm, retail
- As safe as surface lots
- Parking deck are efficient

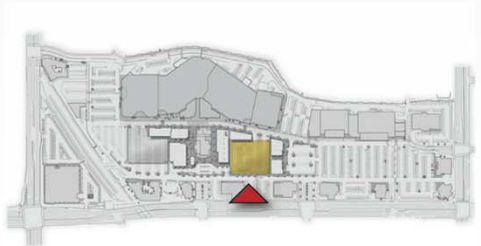


PROPOSED PARKING DECKS

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(A) West Elevation



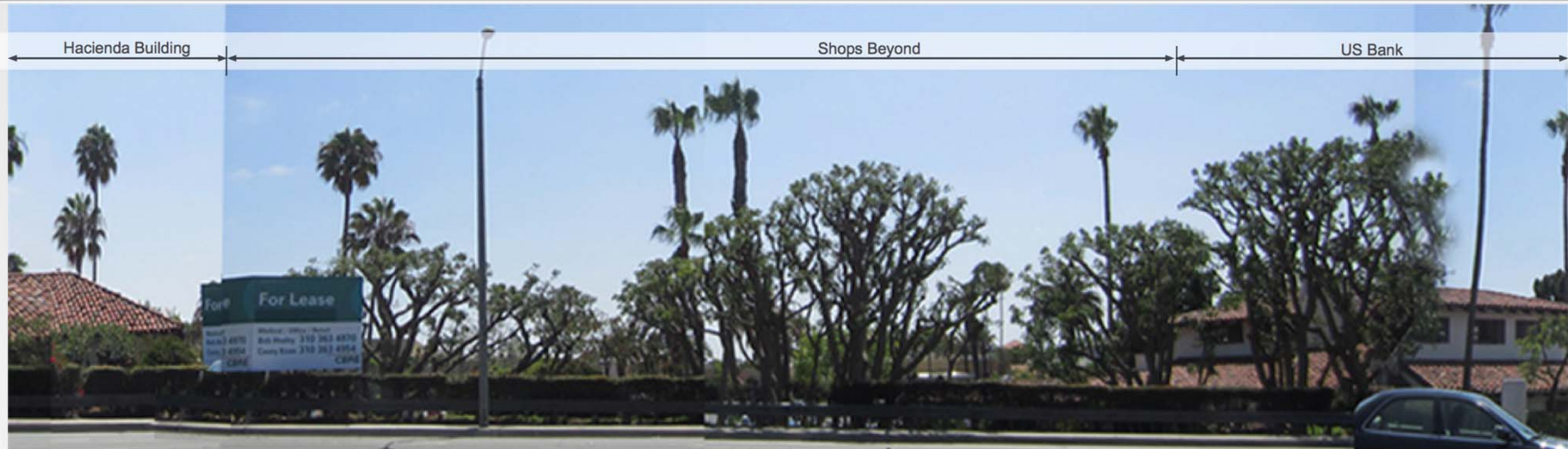
Notes

- | | |
|--------------------------|----------------------------|
| Cement Plaster ① | Metal Canopy ⑧ |
| Metal and Wood Trellis ② | Metal Railing ⑨ |
| Tile Roof ③ | Green Screen ⑩ |
| Landscape Trellis ④ | Deck Grade Level @ 0'-0" ⑪ |
| Storefront System ⑤ | Deck Level +1 @ 11' - 0" ⑫ |
| Stone Tile Base ⑥ | Deck Level +2 @ 22' - 0" ⑬ |
| Wood Trellis Canopy ⑦ | |



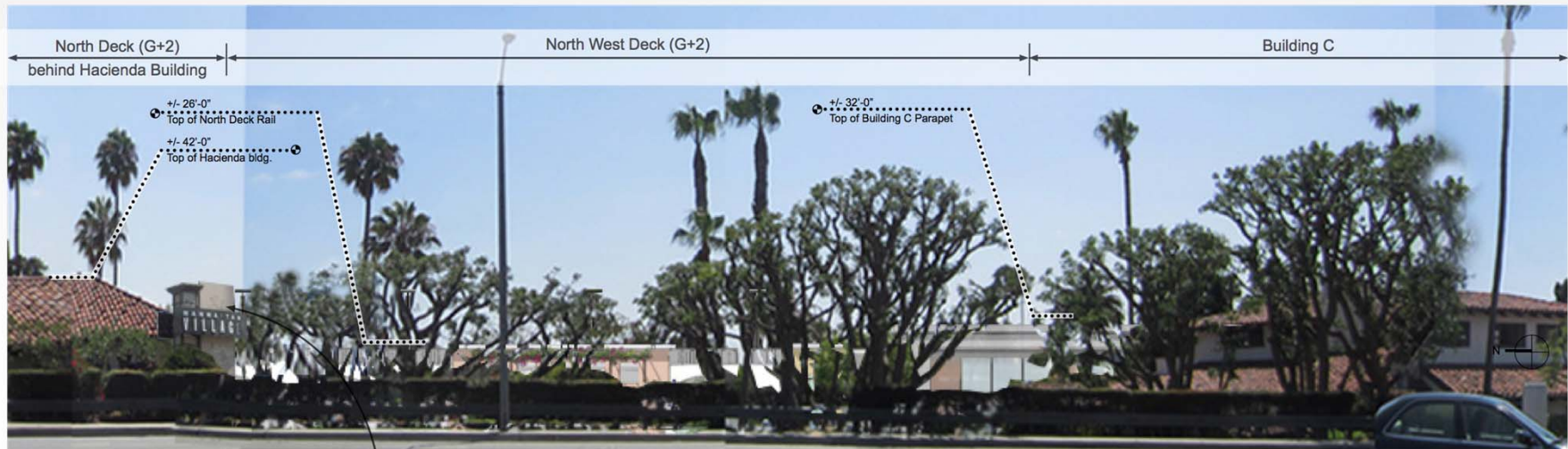
SEPULVEDA PANORAMA

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21

1. EXISTING SEPULVEDA BLVD. PANORAMA
- Village Shops North

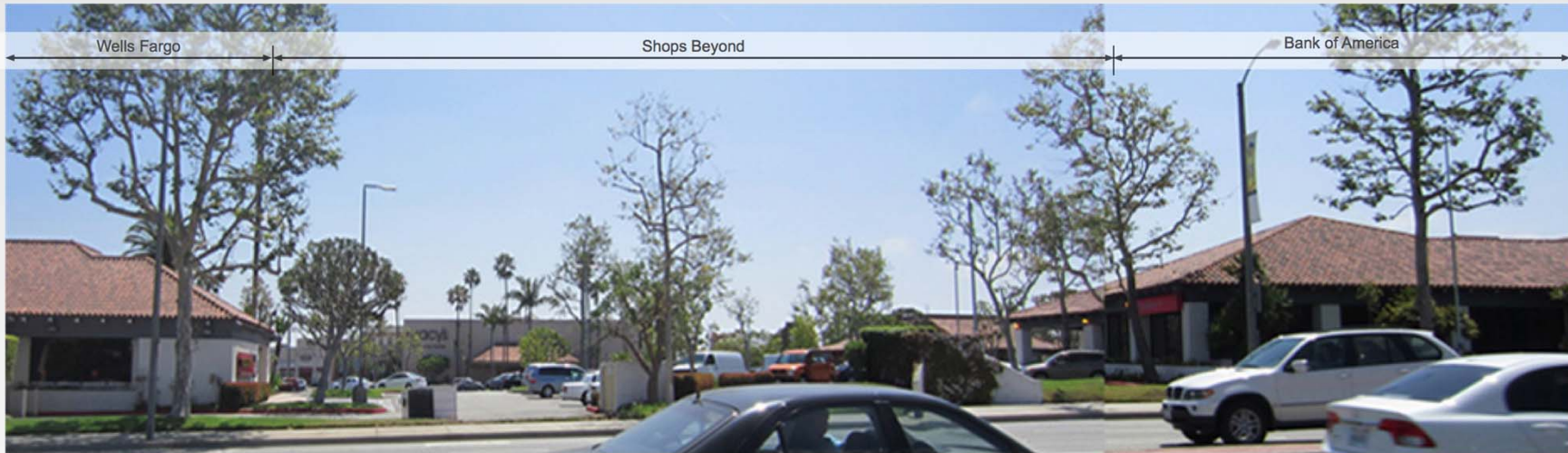


1. PROPOSED SEPULVEDA BLVD. PANORAMA
- Village Shops North

Future Hacienda Sign

SEPULVEDA PANORAMA

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1. EXISTING SEPULVEDA BLVD. PANORAMA
- Village Shops South



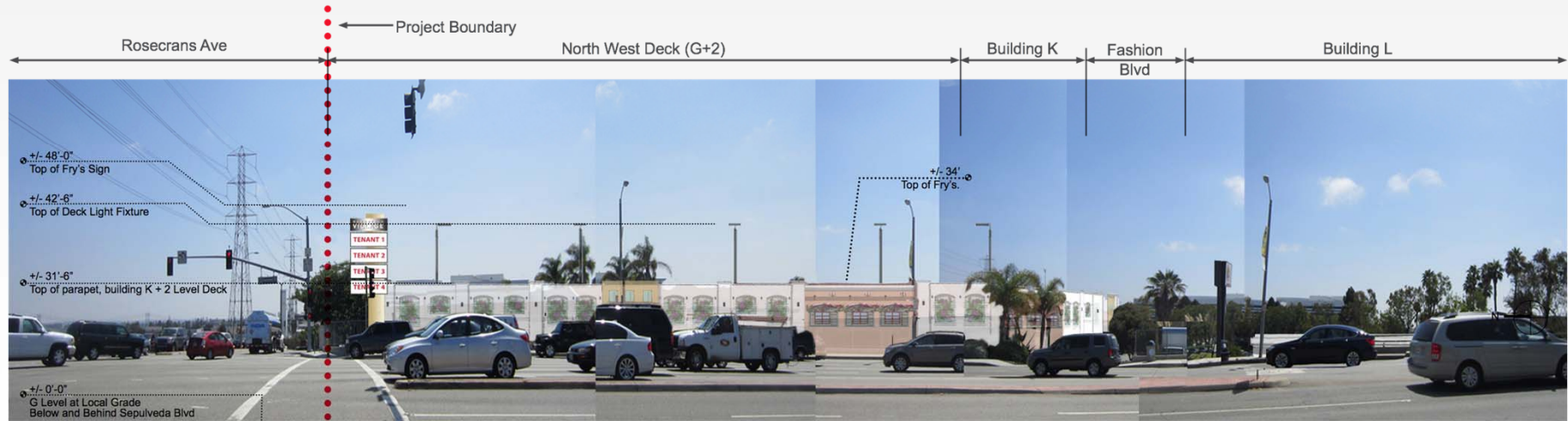
1. PROPOSED SEPULVEDA BLVD. PANORAMA
- Village Shops South

SEPULVEDA PANORAMA

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1. EXISTING SEPULVEDA BLVD. PANORAMA
- North West Corner



1. PROPOSED SEPULVEDA BLVD. PANORAMA
- North West Corner

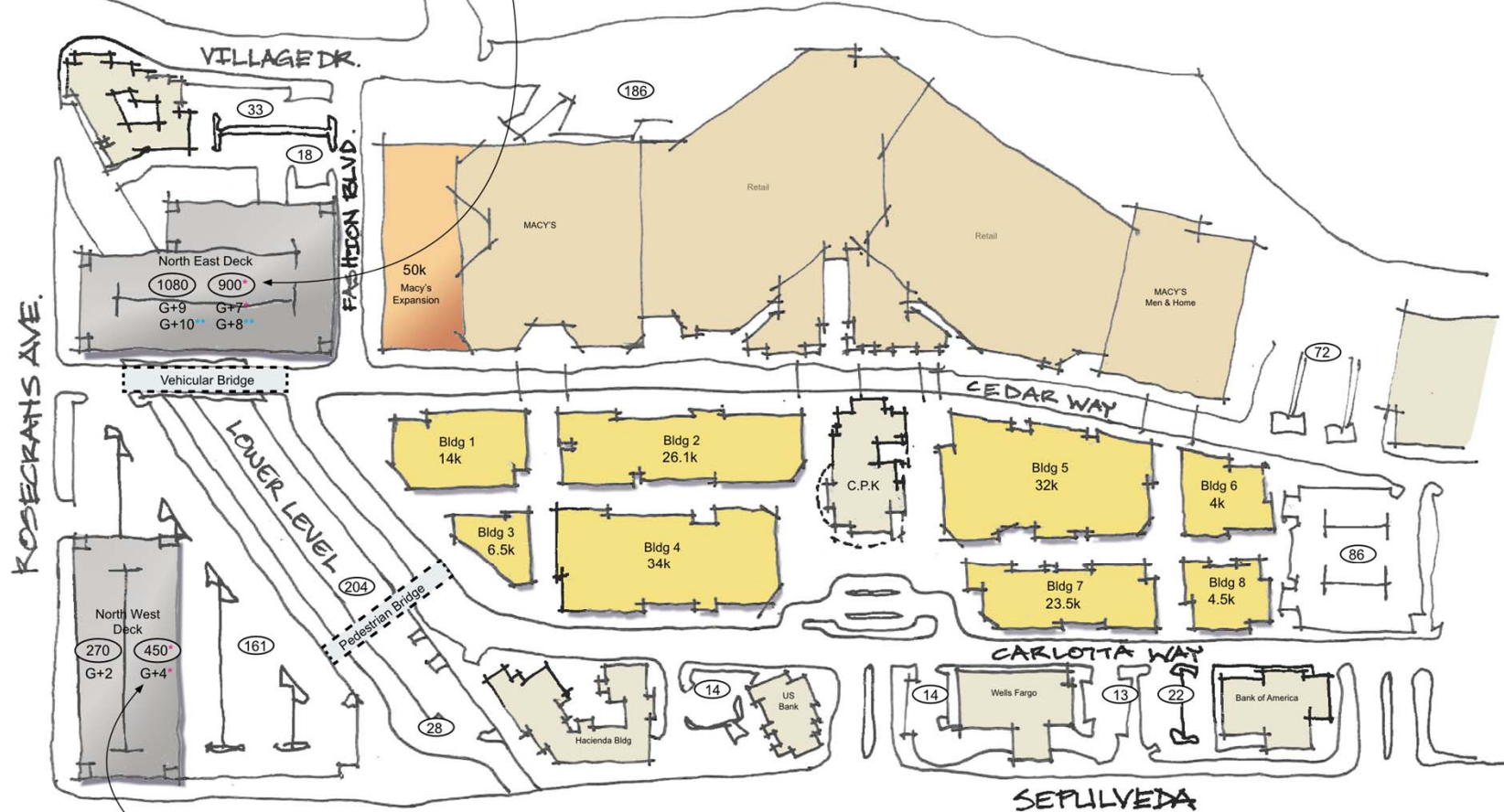
ROSECRANS DECKS OPTION

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* The North East Deck can be reduced by two levels, if two deck levels were to be added to the North West Deck

** NOTE: One additional level may be required at the North East Deck for speed ramp efficiency, subject to further design



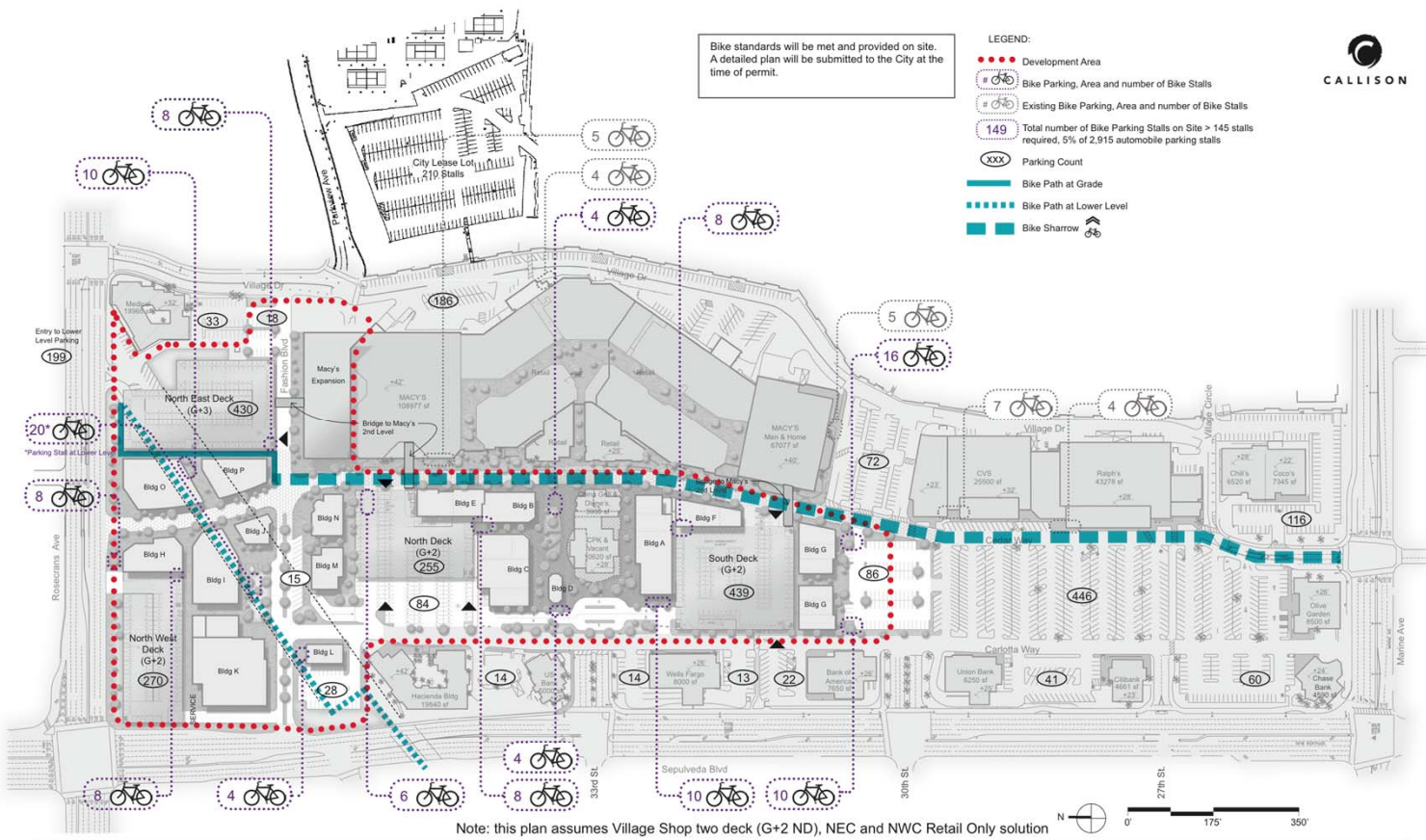
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Net New GLA 123,672 sf
 N [Compass Rose] NOT TO SCALE

Addressing community concerns...

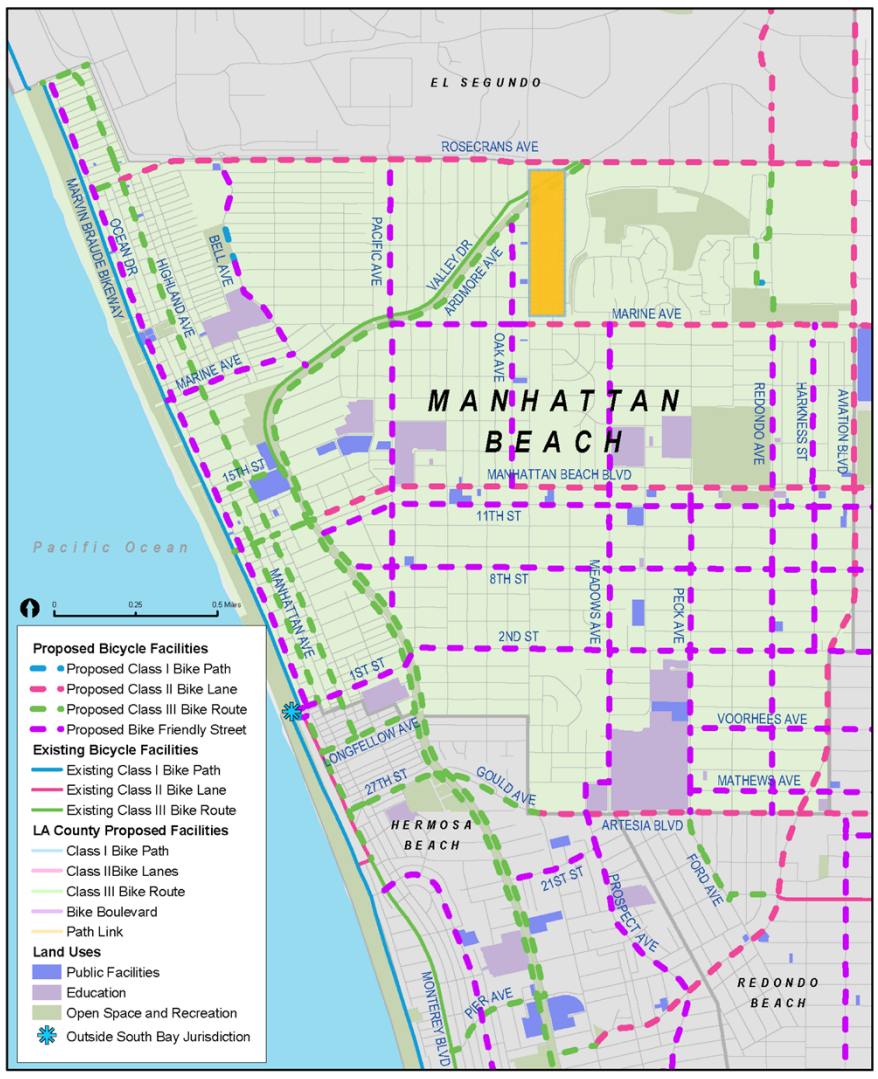
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Manhattan Village Bicycle Path Plan



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Addressing community concerns...



South Bay Bicycle Master Plan

DEIR COMMENTS

Addressing community concerns...

Security

- Open-sided decks are less conducive to theft than surface parking lots*
- Manhattan Village will provide high level of security throughout its property, including the lower level parking near Veterans Parkway
- Decks and lots will have lighting, call boxes and foot and vehicle manned patrols
- Patrols will grow to a 70% addition in patrol hours in proportion to a 22% increase in Manhattan Village's size.

* 2010 Dept of Justice, Community Policing Report

Addressing community concerns...

Lighting

- Parking deck lighting will be provided at light levels meeting safety and coverage objectives
- There will be no light glare migrating to residential areas east or west of the Project
- Light levels originating from the Project will be at zero to 0.1 foot candles levels by the time they reach the residential areas

Addressing community concerns...

Hazards

- Underlying crude oil will not be disturbed or removed from the site – it poses no health risk in place
- New structures will include a vapor barrier as part of the foundation system to prevent vapors from entering structures
- Implementation of the Proposed Mitigation Measures will protect human health and are consistent with Cal-EPA guidance

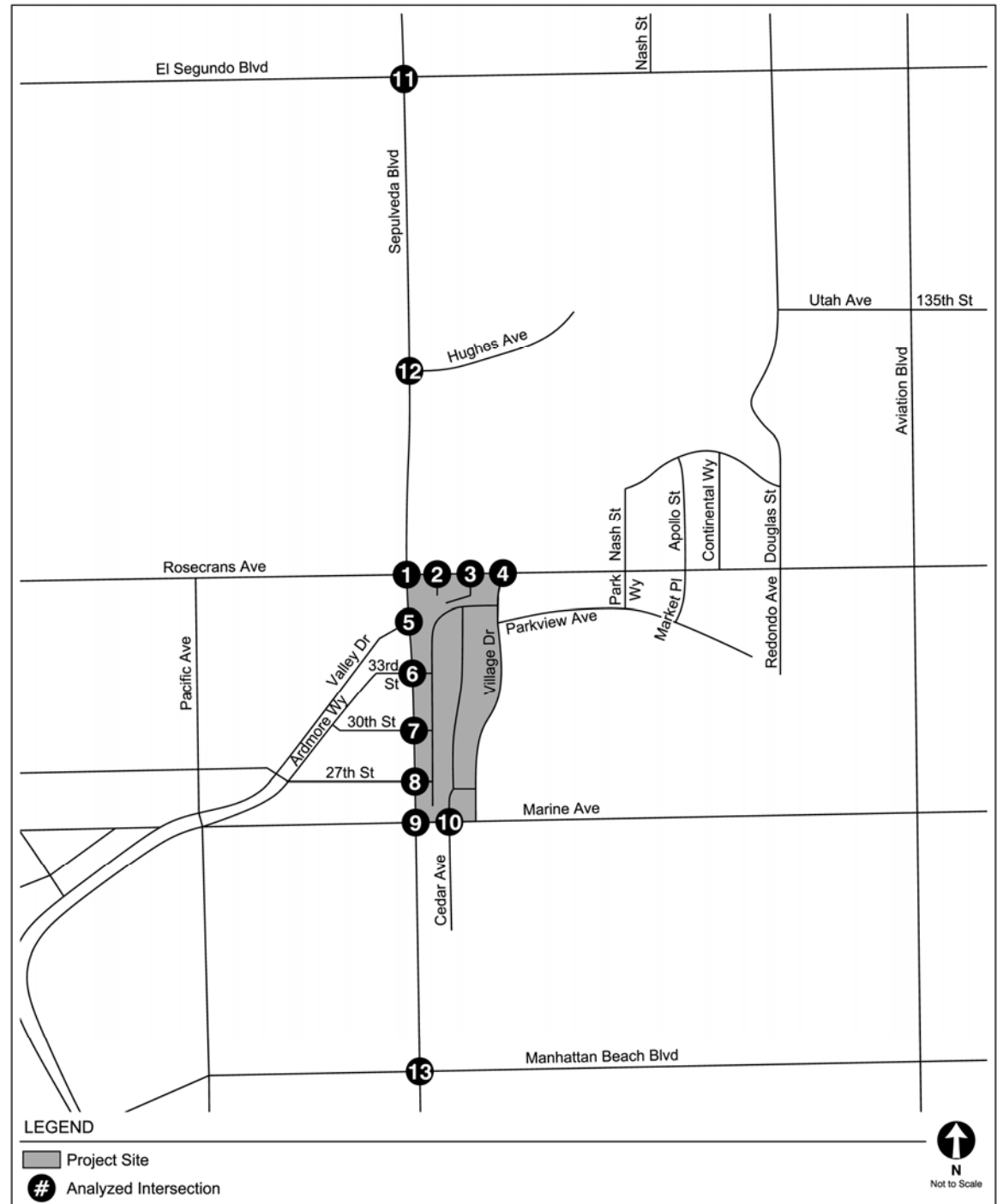
THANK YOU.



MANHATTAN VILLAGE SHOPPING CENTER

Traffic and Circulation Issues

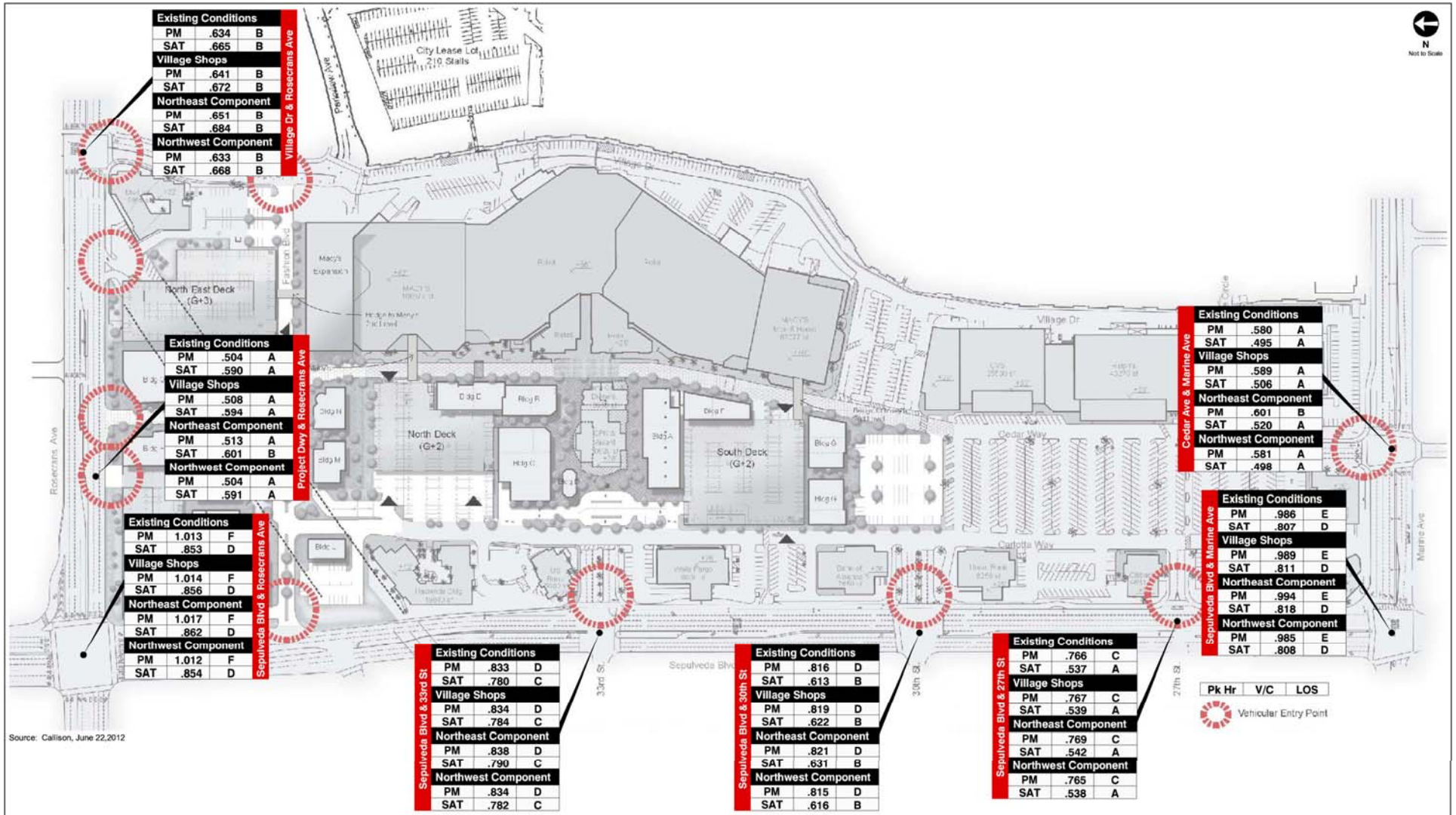
Study Area and Analyzed Intersections



Trip Generation – PM Peak Hour

Existing	1,893 + 375 + 83	= 2,351
Village Shops	71 + 76	= 147
NE Corner	112 – 83	= 29
NW Corner	183 – 375	<u>= (192)</u>
	TOTAL	2,335
	NET DIFFERENCE	(16)

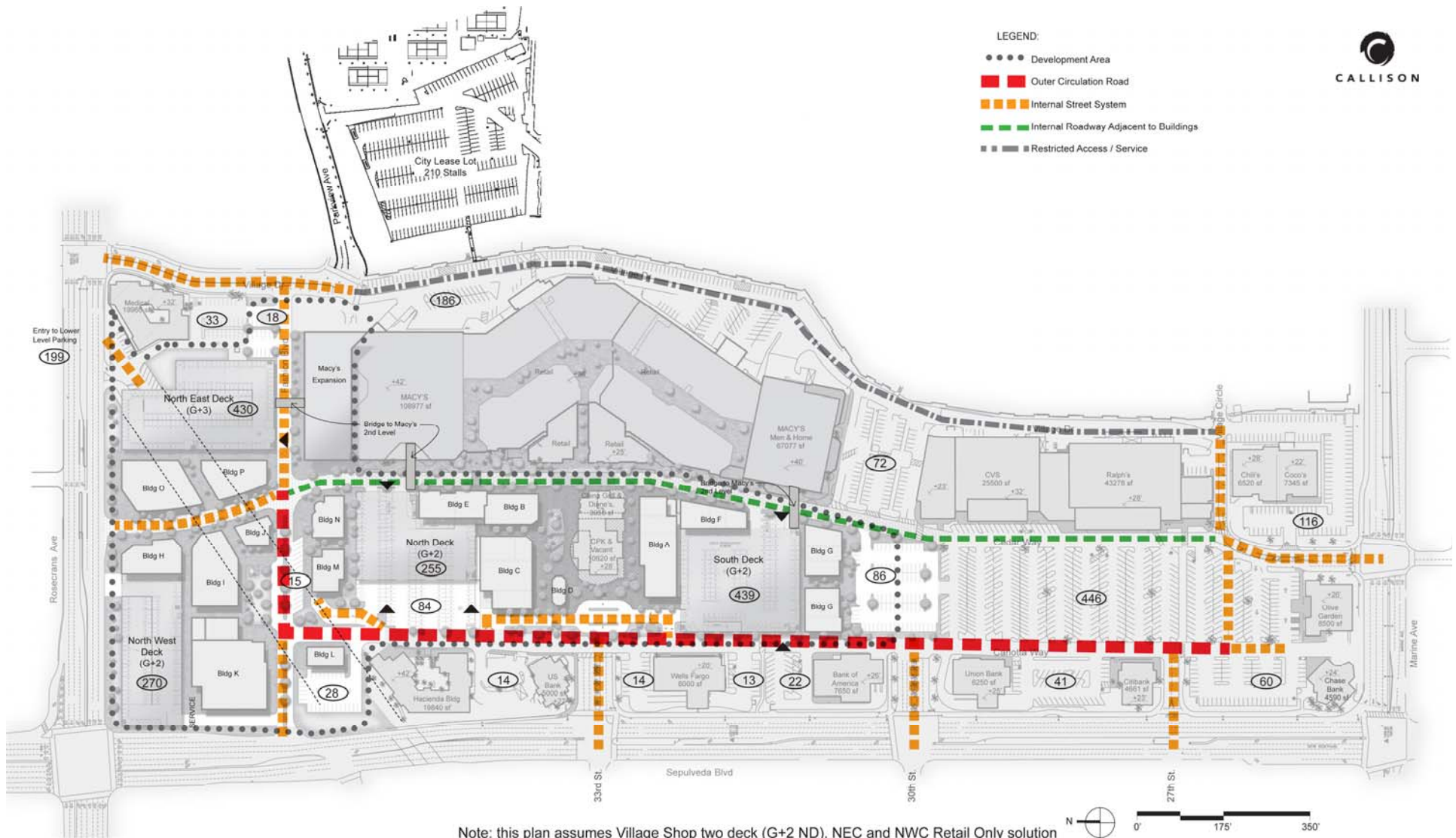
Intersection LOS Results



Transportation Improvements

- **Dedicate ROW for Sepulveda Bridge Widening**
- **Rosecrans Deceleration Lane into Cedar Way**
- **Sepulveda Deceleration Lane into NW Corner**
- **Cedar Way Connection to Rosecrans**
- **Cedar Bike and Pedestrian Improvements**
- **Veterans Pkwy Pedestrian and Bike Corridor**
- **Internal Circulation Improvements**
- **Construction Management Plan**

Internal Roadway Hierarchy



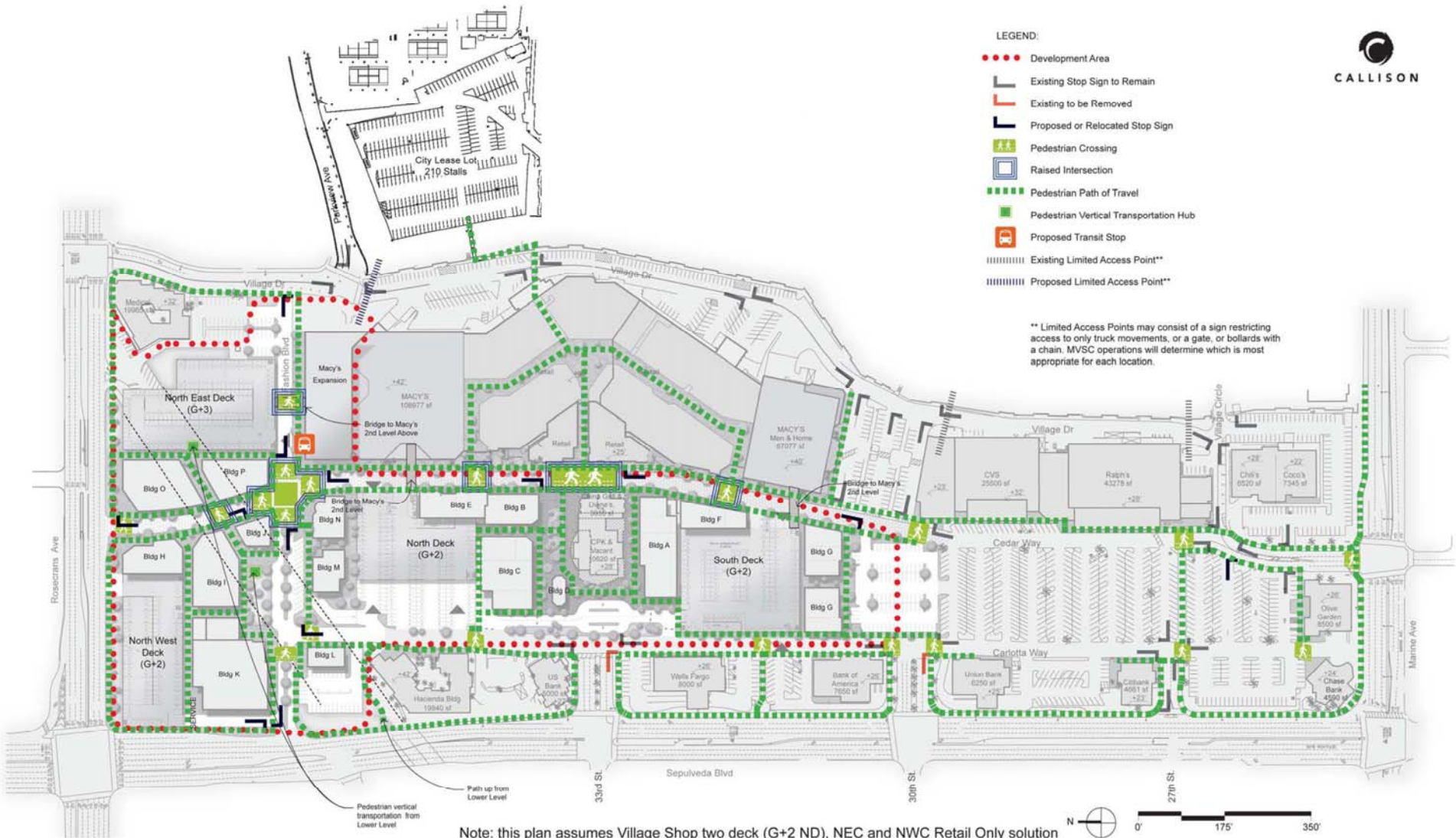
Updated Pedestrian Circulation Plan



LEGEND:

- Development Area
- └ Existing Stop Sign to Remain
- └ Existing to be Removed
- └ Proposed or Relocated Stop Sign
- ▤ Pedestrian Crossing
- ▢ Raised Intersection
- ▬▬▬▬▬ Pedestrian Path of Travel
- Pedestrian Vertical Transportation Hub
- 🚏 Proposed Transit Stop
- ||||| Existing Limited Access Point**
- ||||| Proposed Limited Access Point**

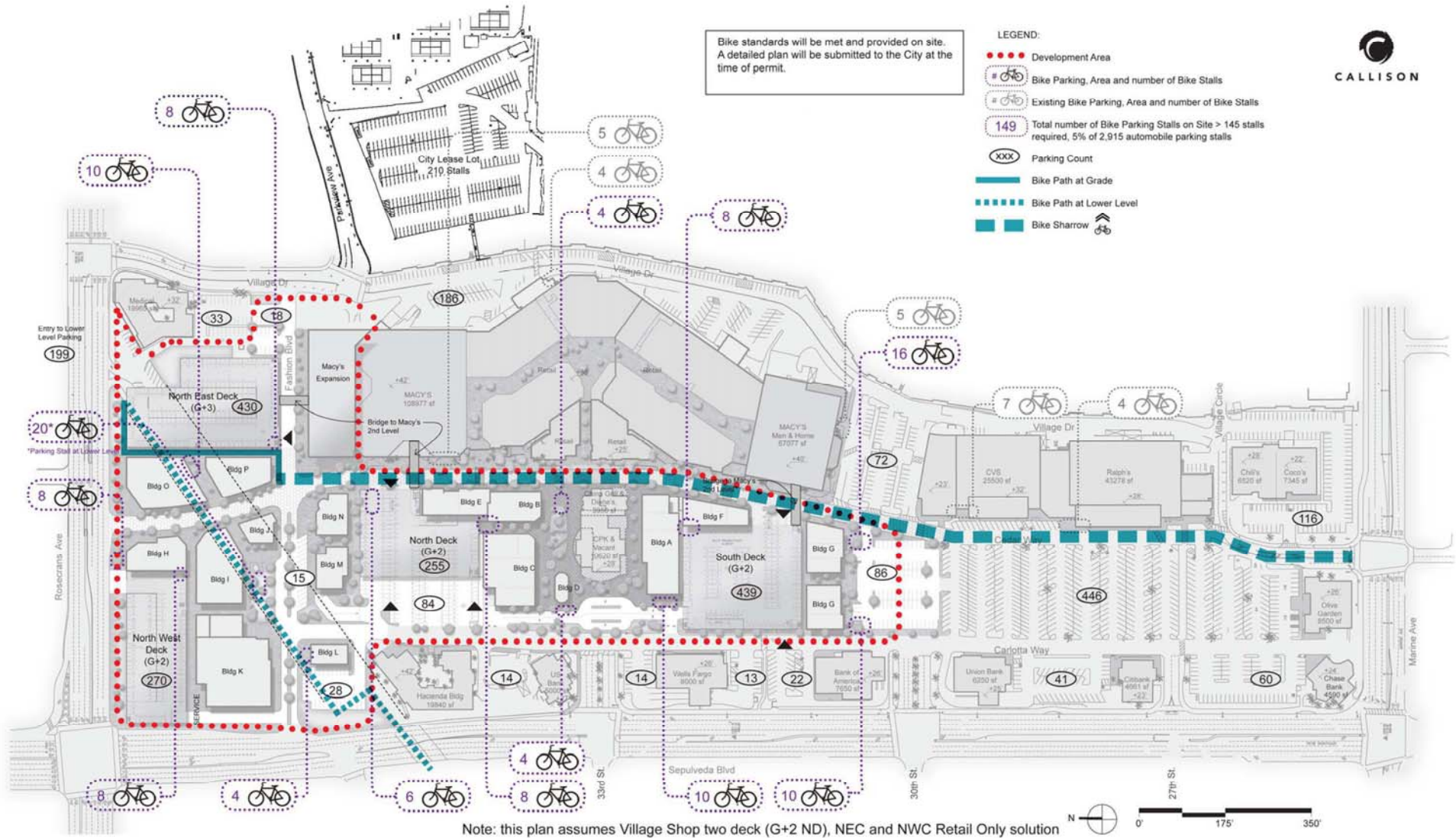
** Limited Access Points may consist of a sign restricting access to only truck movements, or a gate, or bollards with a chain. MVSC operations will determine which is most appropriate for each location.



Note: this plan assumes Village Shop two deck (G+2 ND), NEC and NWC Retail Only solution



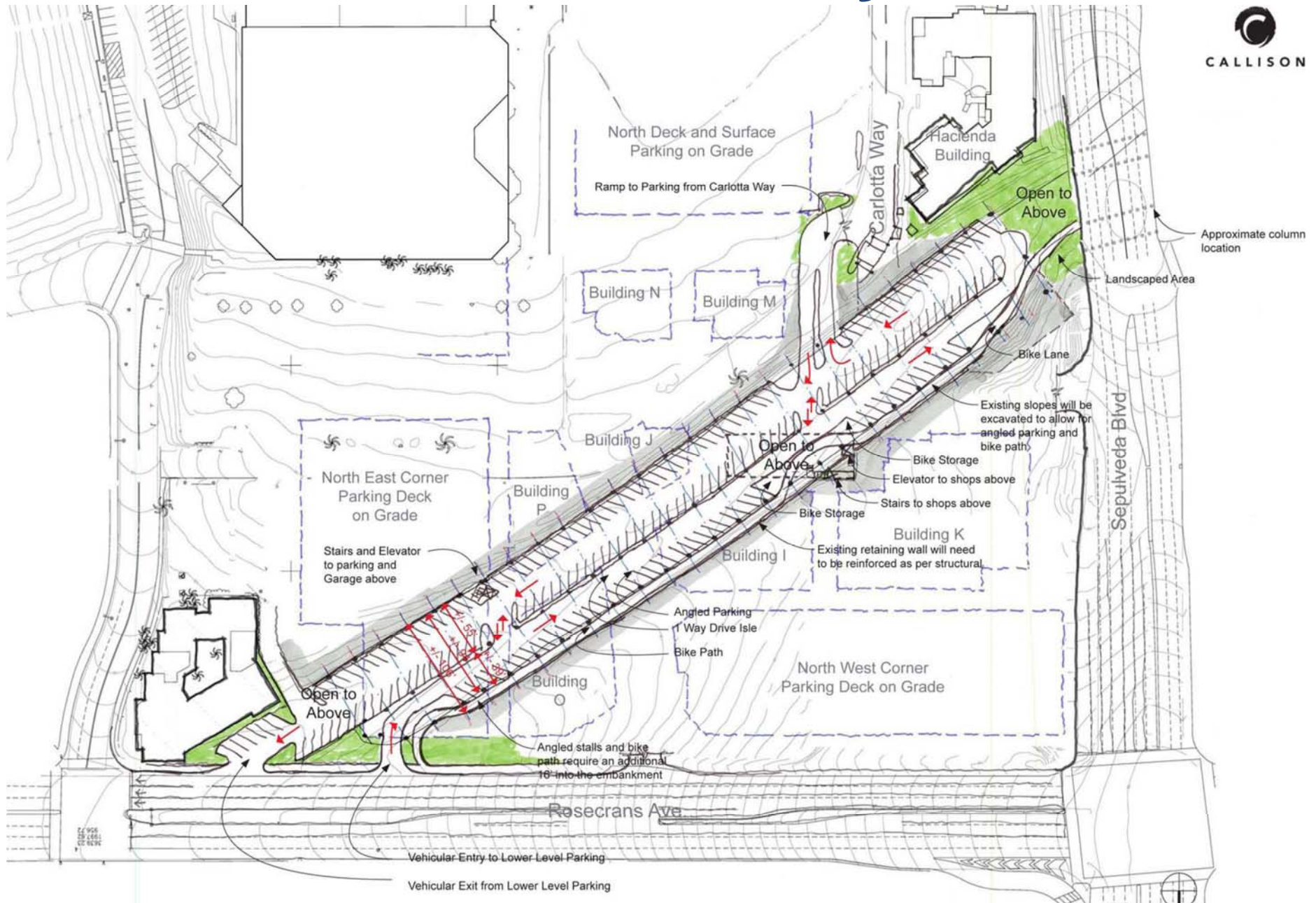
Updated Bicycle Circulation Plan



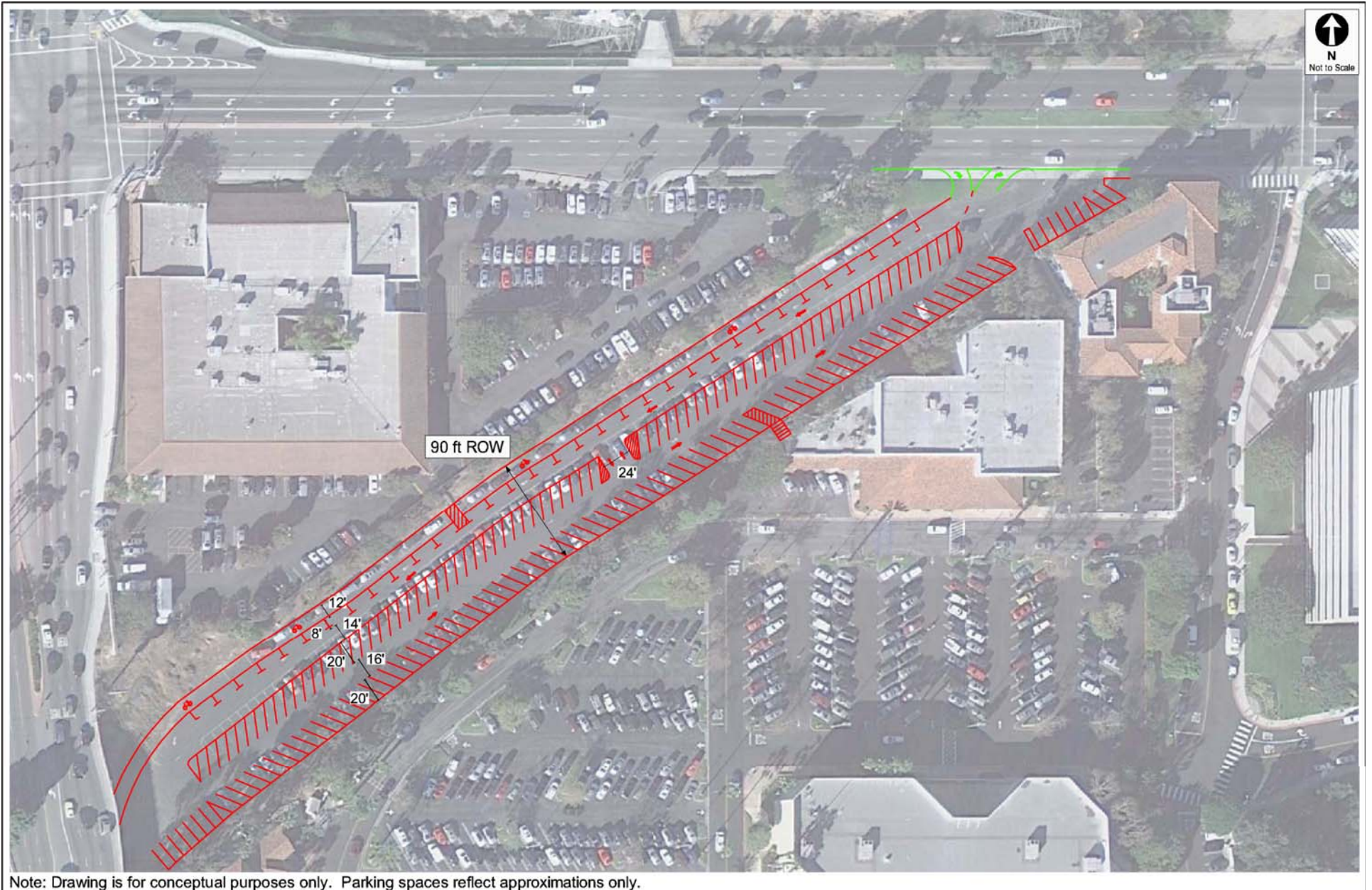
Bike standards will be met and provided on site. A detailed plan will be submitted to the City at the time of permit.



Veterans Way

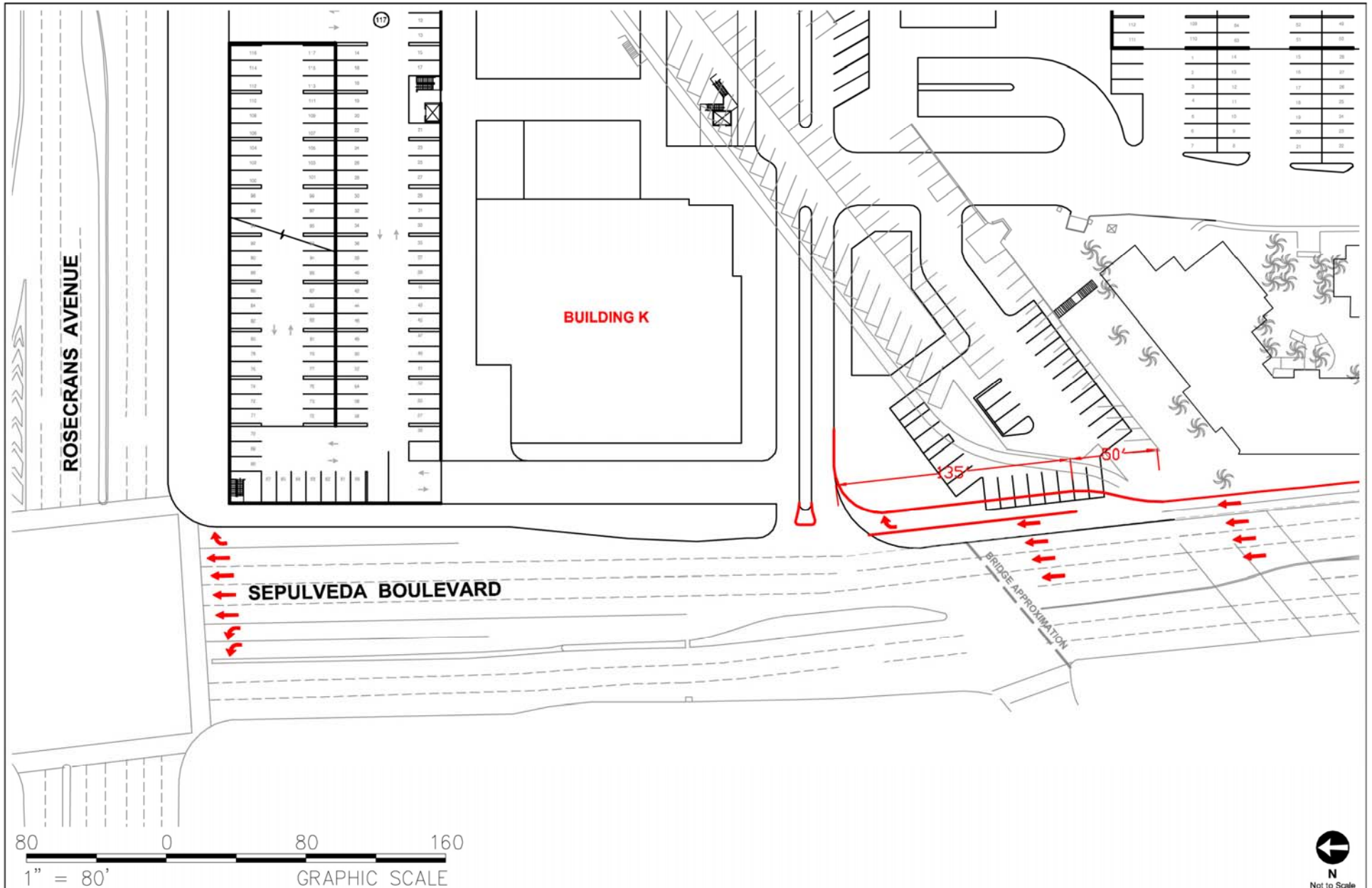


Veterans Way

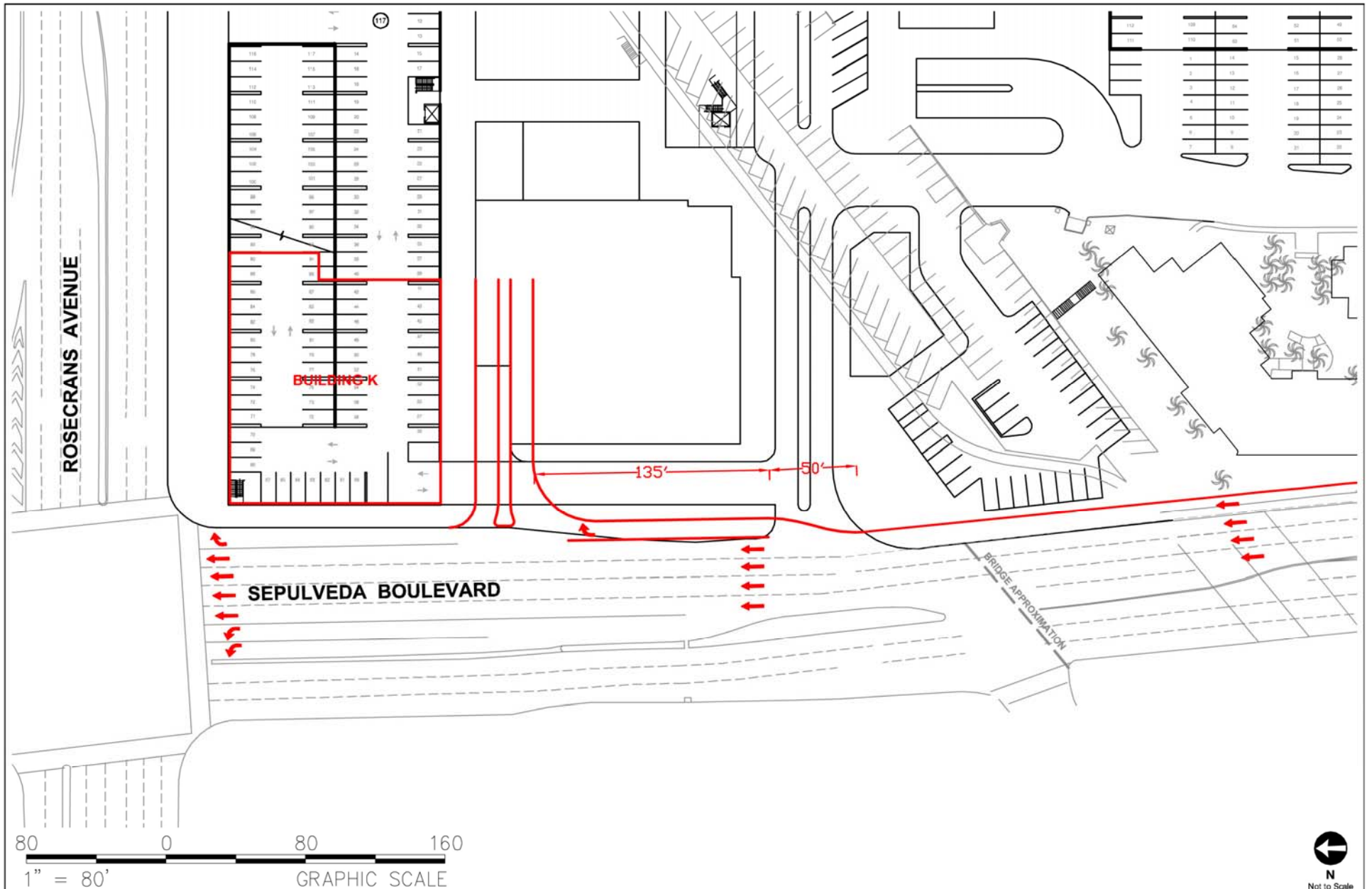


Note: Drawing is for conceptual purposes only. Parking spaces reflect approximations only.

Sepulveda Bridge Widening



Sepulveda Bridge Widening



Neighborhood Cut-Through

1. Congestion on Arterials
2. Project Traffic of >1,200 ADT
3. Parallel Local Street

Neighborhood Cut-Through

1. Congestion on Arterials

2. Project Traffic of >1,200 ADT

North 338 ADT 40 vph

South 338 ADT 40 vph

3. Parallel Local Street

Parking

- **2,393 Spaces to 2,935 Spaces**
- **Maintain 4.1 Spaces/1,000 sf Parking Ratio**
- **Tested Demand by Month During and After Construction**

Conclusions

- **Project does not Generate Significant Impacts**
- **Construction Scheduled to Meet Parking Demand**
- **Internal and External Circulation Improvements**