

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 9<sup>th</sup> and 6<sup>th</sup> streets; use Bank for parking**

To: [ehaaland@citymb.info](mailto:ehaaland@citymb.info) City Project Manager for Gelson's

Cc: [PlanningCommission@citymb.info](mailto:PlanningCommission@citymb.info) City Planning Commission  
[CityCouncil@citymb.info](mailto:CityCouncil@citymb.info) All city council members  
[cm@citymb.info](mailto: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 9<sup>th</sup> and 6<sup>th</sup> 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 9<sup>th</sup> and 6<sup>th</sup> 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 8<sup>th</sup> street for north bound traffic and a tiny deceleration lane into the Gelson's lot directly opposite 6<sup>th</sup> street to the east.

**Suggestion 1: Add a deceleration lane between 9<sup>th</sup> and 8<sup>th</sup> street**  
**on the west side of Sepulveda**

Of particular concern is traffic from the Sepulveda southbound right hand lane onto 8<sup>th</sup> street followed by a left hand turn into the entrance to the lot on 8<sup>th</sup> 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 8<sup>th</sup> 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 9<sup>th</sup> 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 8<sup>th</sup> 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 8<sup>th</sup> street during afternoon peak traffic. Adding a full deceleration lane on the west side of Sepulveda between 9<sup>th</sup> street and 8<sup>th</sup> street would seem to be a prudent step.

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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 8<sup>th</sup> street at the oncoming traffic passing through the 8<sup>th</sup> street light at **7:13 PM on Friday, February 5, 2016**. Notice the car waiting for the 8<sup>th</sup> street light on the left which a car turning right onto 8<sup>th</sup> street would have to avoid.

Suggestion 2: Add one lane the entire length between 8<sup>th</sup> and 6<sup>th</sup> street on the west side of Sepulveda for acceleration and deceleration

Require the developer to add an extra lane the entire length between 8<sup>th</sup> and 6<sup>th</sup> street on the west side of Sepulveda. This lane would provide two acceleration lanes and one deceleration lane as follows:

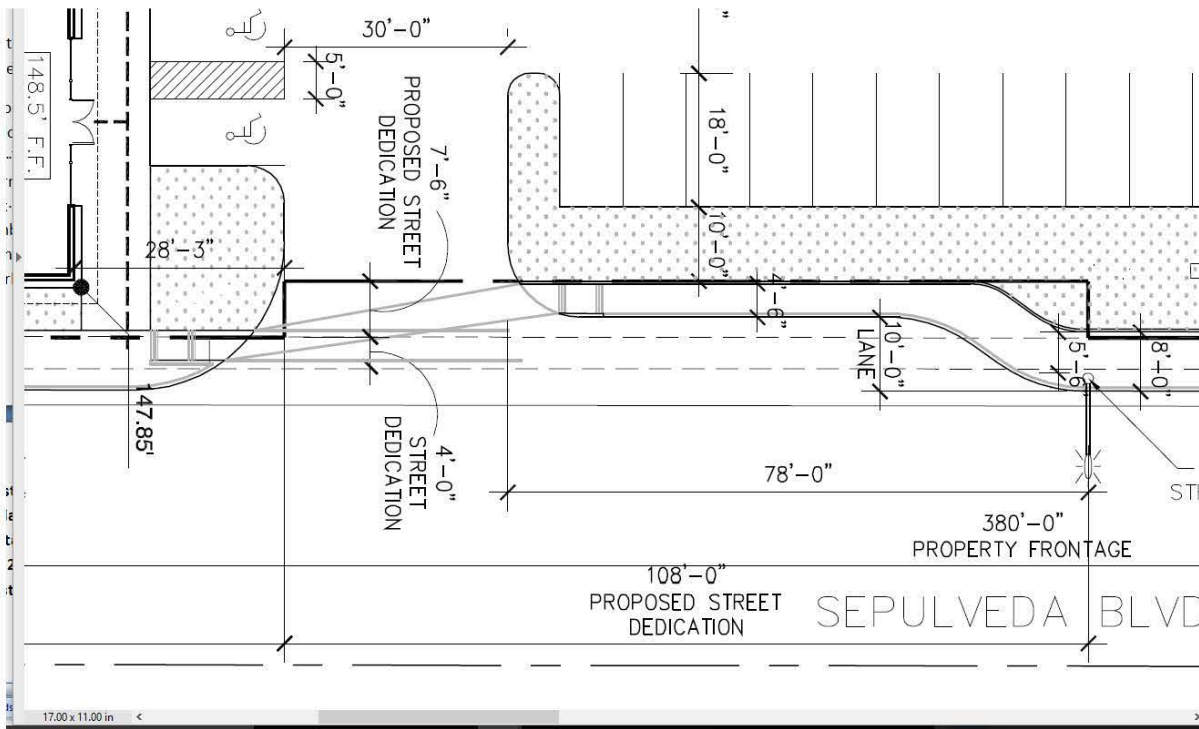
1. Cars turning right from 8<sup>th</sup> street onto Sepulveda south bound would have some distance to accelerate before merging into the southbound lane on Sepulveda.
2. Southbound cars on Sepulveda would have a longer distance than the 78-foot deceleration lane currently proposed by Gelson's to safely enter through the new entrance (which is located directly opposite 6<sup>th</sup> 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 8<sup>th</sup> 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 2<sup>nd</sup> 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 8<sup>th</sup> 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 8<sup>th</sup> street to 6<sup>th</sup> 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 8<sup>th</sup> 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.

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**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 8<sup>th</sup> Street and 9<sup>th</sup> 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/8<sup>th</sup> 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/8<sup>th</sup> 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 8<sup>th</sup> Street and 6<sup>th</sup> 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 8<sup>th</sup> Street and 9<sup>th</sup> Street, and the widened shoulder that will be provided by the project, adjacent to the eastern frontage of the project site south of 8<sup>th</sup> 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.