

January 19, 2021

To: City of MB

Fr: Mike Guterman  
441 30<sup>th</sup> Street, MB

Re: New Hotel proposed for old El Torito site on Sepulveda

I wanted to write to the City Council of MB in support of this project. As a long time resident (1994), there are very limited options for friends and family to stay in the area while visiting. The options are The Shade Hotel, The Drift and Seaview Inn. Both the Shade and Seaview have limited amount of rooms and Shade is typically \$400+ ADR (\$500-600 plus in summer/weekends) and Seaview is glorified apartments. The Drift is nice but not exactly the MB experience or walking/biking distance to downtown MB or my house.

I review the developers plan, it seems to fit the type of project that should be located on the main thoroughfare of Sepulveda/PCH. It's close proximity to the Sketchers HQ will also benefit the city in Tax revenue for weekday business but also mitigate traffic as this is walking distance to their offices. The brand of hotel will attract a demographic that the city business (restaurants and retail) will benefit from as the pricing point will likely be in the \$200-300+ range, which is reasonable and desirable for the community.

Since the city has shut down short-term rentals, it needs an alternative. The city has pushed away bigger developments in the past and they have just gone to El Segundo. MB is still impacted by the traffic but doesn't get any of the tax revenue. With the project shortfalls in the budget, this type of use and tax from the transient use would significantly help the bottom line in the future.

Thank you for your time and consideration of my comments.

Mike Guterman

## Martha Alvarez

---

**From:** Darryl Franklin <600sepulvedacomunity@gmail.com>  
**Sent:** Thursday, December 17, 2020 6:51 PM  
**To:** List - City Council  
**Cc:** Doug CARSTENS; Ted Faturous; Carrie Tai, AICP; Liza Tamura; Bruce Moe  
**Subject:** [EXTERNAL] 600 S Sepulveda Hotel Development Appeal  
**Attachments:** 201217-1315-CC-Appeal-600PCH-Final.pdf

**CAUTION:** This Email is from an EXTERNAL source. Ensure you trust this sender before clicking on any links or attachments.

Dear Mayor Hadley and Councilmembers,

MB Poets, a nonprofit public-benefit California corporation, opposes the project at 600 S Sepulveda Blvd on behalf of nearby residents. Per the attached appeal report, the project violates city and state law regarding parking, traffic and noise impacts, all substantiated by expert opinions.

Prior to the appeal, we will update this report to incorporate new information.

If a problem exists to access the attachment, please download it from DropBox, at:  
<https://www.dropbox.com/s/huciqyylsg432qy/201217-1315-CC-Appeal-600PCH-Final.pdf?dl=0>.

Thanks for your consideration of our appeal report.

We look forward to reviewing the issues with you at the appeal.

Happy holidays, stay safe and healthy

Yours truly

Darryl Franklin

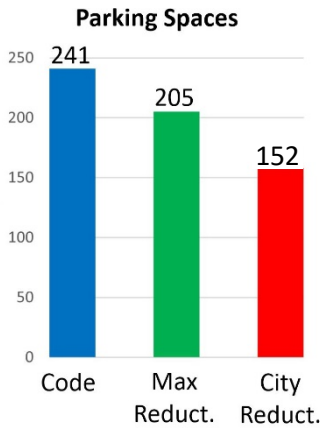
MB Poets an IRC 501(c)(4) corporation

(1) 818 231 1182 (-8hrs GMT)

This electronic message may contain privileged and confidential information and is intended only for the use of the person(s) to whom it is addressed. If you are not the addressee, the duplication, disclosure or other use of this message and its contents are prohibited by applicable law. If you have received this message in error, please advise me by reply email to this message then please

**PROJECT PARKING, TRAFFIC AND NOISE IMPACTS REQUIRE ENVIRONMENTAL REVIEW**

MB Poets, a public-benefit corporation, opposes the 600 S Sepulveda project [“600 PCH”], on behalf of nearby residents. Per below, the project violates city and state law, regarding parking, traffic and noise impacts, all substantiated by expert opinions.

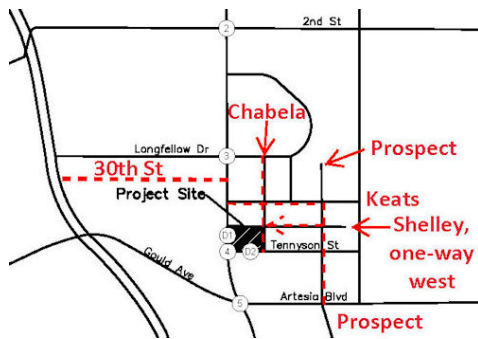


The city municipal code requires 241 parking spaces, although the shared-parking provision permits a 15% reduction, 36 spaces in this case, for a total of 205 spaces.

Using *Parking Generation*<sup>1</sup> as the industry-standard for shared parking to calculate reductions, 600 PCH improperly understates peak-parking ratios, most notably, using average spaces per hotel room. This results in an 89-space reduction, or 247% higher than permitted by code. Use of the average demand also results in parking overflowing 50% of peak times.

Additionally, 600 PCH fails to include parking for public dining, which will require many more spaces in evening. The ABC Type 47 license requires a bona fide **public** eating place, per former ABC official Lauren Tyson.

The 600 PCH traffic analysis improperly excludes residential streets marked in red,

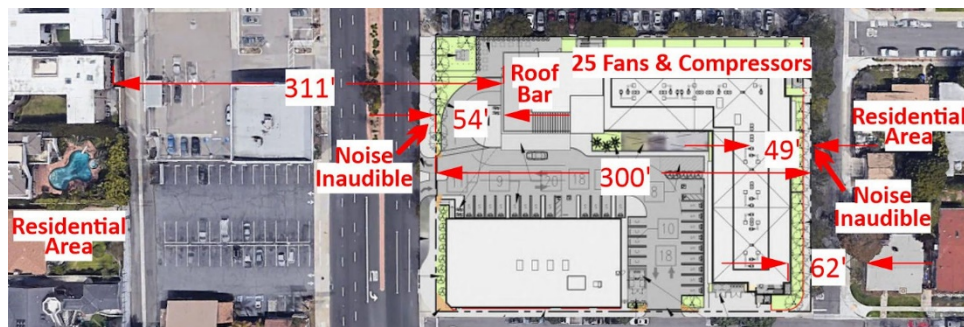


namely, Chabela, Keats, Shelley and Prospect. The November 18 staff report, p. 109 claims Tennyson and Shelly barriers eliminate “Traffic impacts to the residential neighborhood directly east of Chabela.” **Not true.**

Furthermore, the 600 PCH map eliminates 30<sup>th</sup> St, which carries project traffic to-from the beach area. This residential street also used by Skechers new buildings.

Consequently, CEQA<sup>2</sup> requires a cumulative traffic analysis, not just for 600 PCH but including the 178,006-sq-ft Skechers Design Center, per transportation engineer Craig Neustaedter. More significantly, per CEQA Guidelines, the cumulative traffic impacts nullify the categorical exemption of Class 32 In-Fill Development Projects assigned by city staff.

Per the illustration below, Condition 16 in Resolution No. PC 20-XX [“CUP”] requires noise inaudible at the property lines, 50 feet from 200 patrons on the 4<sup>th</sup>-floor terrace and 20-feet from the east wall of noise sources, namely, openable hotel-room windows, patrons in the garage late at night and roof-top machinery. Acoustic expert Steve Rogers observes that the applicant neither conducted these analyses nor measured background noise late at night.



<sup>1</sup> *Parking Generation*, 5<sup>th</sup> Ed., Institute of Transportation Engineers, 2019

<sup>2</sup> CEQA: California Environmental Quality Act.

**PARKING, TRAFFIC AND NOISE SUMMARIES.**

This section summarizes errors in the staff report, for the following CEQA factors:

- **Parking.** Both city staff and the applicant’s transportation engineer KHA ignore MBMC § 10.64.040, which limits the shared-parking reduction to 15% of total parking required by the municipal code. Furthermore, the KHA analysis understates parking required, by using average parking-demand ratios, rather than the industry-standard 85<sup>th</sup> percentile values in *Parking Generation*.<sup>(1)</sup> Because the proposed 152 spaces do not comply with city code, parking becomes a CEQA factor, per Guidelines 14-CCR-15183 (f).
- **Traffic.** The KHA analysis excludes nearby residential streets of Chabela, Keats, Shelley, Prospect and 30<sup>th</sup> St in Hermosa Beach, per transportation engineer Neustaedter. Additionally, the analysis fails to include the cumulative traffic impacts from the Skechers office buildings that straddle 30<sup>th</sup> St, currently under construction. This nullifies the categorical exemption of In-Fill Development Projects assigned by city staff, per CEQA Guidelines 14-CCR-15300.2 (b).
- **Noise.** The report by acoustic expert Rogers exposes the misrepresentations in the 600 PCH noise model, as follows:

- 1) The acoustic contractor MBI neither analyzed noise loudness generated at the property lines nor measured nighttime ambient levels, to establish compliance with CUP Condition 16; and,
- 2) The acoustic analysis failed to address noise from 200 patrons on the rooftop terrace, only a football-field length from residences with line-of sight, west of Sepulveda Blvd.

Furthermore, on the east, the hotel creates a wall of noise sources 20-feet from the Chabela property line. MBI failed to consider the cumulative impulsive noise from: 1) 48 openable hotel windows; 2) The open garage, with laughter, shouts, screams, squealing tires, slammed doors and loud vehicles; and, 3) Periodic noise from rooftop compressors and fans.

**Parking Violates Municipal Code and Misrepresents *Parking Generation* 5<sup>th</sup> Ed<sup>(1)</sup>.**

The municipal code limits the shared-parking reduction, as follows, “*The maximum allowable reduction in the number of spaces to be provided shall not exceed fifteen percent (15%) of the sum of the number required for each use served.*” [MBMC § 10.64.040]

Neither city staff nor 600 PCH considers the above code requirement, for which no exemptions or exclusions exist. Instead, staff and the applicant cite only MBMC 10.64.050 (B). This provision simply states that, “*the Planning Commission shall consider survey data submitted by an applicant or collected at the applicant's request and expense.*”

**47 Space Parking Shortfall, MBMC 10.64.040.**

Building /-Use <sup>ⓐ</sup>	Unit <sup>ⓐ</sup>	Quantity <sup>ⓐ</sup>	Parking-Rates <sup>(1)ⓐ</sup>		Required <sup>ⓐ</sup> Parking <sup>ⓐ</sup>
Retail <sup>ⓐ</sup>	KSF <sup>ⓐ</sup>	6.845 <sup>ⓐ</sup>	5.0 <sup>ⓐ</sup>	1st-5-KSF <sup>ⓐ</sup>	25 <sup>ⓐ</sup>
			4.0 <sup>ⓐ</sup>	KSF-over-5-KSF <sup>ⓐ</sup>	7 <sup>ⓐ</sup>
Office <sup>ⓐ</sup>	KSF <sup>ⓐ</sup>	9.264 <sup>ⓐ</sup>	3.3 <sup>ⓐ</sup>		31 <sup>ⓐ</sup>
Hotel <sup>ⓐ</sup>	Room <sup>ⓐ</sup>	162 <sup>ⓐ</sup>	1.1 <sup>ⓐ</sup>		178 <sup>ⓐ</sup>
<b>15% Mixed-use-Reduction<sup>(2)ⓐ</sup></b>					<b>(36)<sup>ⓐ</sup></b>
<b>TOTAL-Parking-Required-per-City-Code<sup>ⓐ</sup></b>					<b>205<sup>ⓐ</sup></b>
<b>TOTAL-Parking-Provided-On-site<sup>ⓐ</sup></b>					<b>158<sup>ⓐ</sup></b>
<b>Parking-Excess-(Shortfall)<sup>ⓐ</sup></b>					<b>(47)<sup>ⓐ</sup></b>

(1)-Source:-City-of-Manhattan-Beach-Municipal-Code;-Chapter-10.64<sup>ⓐ</sup>  
(2)-Source:-City-of-Manhattan-Beach-Municipal-Code;-Chapter-10.64-Section-.040<sup>ⓐ</sup>

Although 600 PCH ignores the maximum 15 % shared-parking reduction permitted by code, per the adjacent table, they did evaluate the parking required by MBMC § 10.64.040 and determined it resulted in a 47-space shortfall from their proposed 152 spaces. The table illustrates this calculation of reduced parking for a 15% maximum reduction, an excerpt from the 18 November 2020 staff report [“PC Nov 18”], Table 1, p. 118.]

Even if the municipal code did not mandate a 15% maximum reduction in shared parking, which it does, 600 PCH misrepresents the appropriate *Parking Generation*<sup>(1)</sup> statistics. The applicant purports that ITE recommends using average parking-demand ratios, rather than the 85<sup>th</sup> percentiles. **Not true.**

ITE clearly states that their parking-demand statistics “*not intended to recommend a policy about the level of parking that should be supplied.*” [Exhibit 2, p. 80]

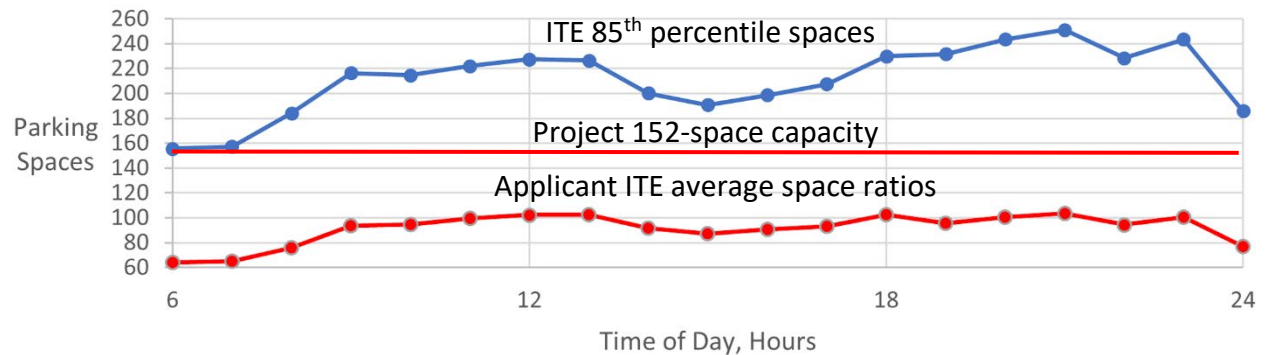
The improper use by 600 PCH of average parking ratios will cause overflow into the adjoining residential area 50% of the time at peak use.

Also, 600 PCH cites the *Shared Parking* report as their reference. [PC Nov 18, p. 121] It states, “*Unless otherwise noted in the discussion of a particular land use, the 85<sup>th</sup> percentile of observed peak-hour accumulations...was employed in determining the parking ratios.*”<sup>3</sup>

Per Mr. Neustaedter, “*Industry practice typically utilizes the 85th percentile peak parking rate to determine a site's minimum parking need.*” [Exhibit 8, p. 141] His rebuttal report lists five references that recommend the 85<sup>th</sup> percentile parking demand. [Exhibit 4, p. 97] In comparison, 600 PCH provides no basis for their use of average ratios.

The graphic below for Saturdays, illustrates the 600 PCH misrepresentations regarding *Parking Generation* statistics for shared-parking. The top curve shows shared-parking demand determined from the ITE 85<sup>th</sup> percentile statistics, the industry standard.

The bottom curve shows the 600 PCH misrepresentation of ITE average parking-demand statistics, which will result in parking-overflow 50% of the time during peak demand. At 9 PM peak-parking, the demand will exceed the 156 parking space by 95 vehicles, or 61% more.



### **Parking Analysis Excludes Demand from Public Use of Alcohol-Serving Areas**

The 600 PCH analysis excludes parking demand from public use of alcohol-serving venues. Condition 14 in the CUP improperly restricts access to alcohol-serving areas by only hotel guests. [PC Nov 18, p. 10] Per ABC regulations, however, only a bona fide **public eating place** can have a Type 47 license, as presented in the Exhibit 5 report prepared by ABC expert Lauren Tyson. Furthermore, the hotel will provide limited food service, not full and complete meals as required by Section 23038 B&P Code for a bona fide public eating place.

In contrast with the above ABC regulations, the application states, “*The hotel expects to be considered as a “select service” hotel and not a “full service” hotel, i.e. providing full restaurant, 3-meal table service.*” [PC Nov 18, p. 110]

<sup>3</sup> *Shared Parking*, 2<sup>nd</sup> Ed., p. 22, Mary S. Smith, Urban Land Institute (2005)

Furthermore, at the November 18 hearing, project officer Ted Fatusos stated, *“Um, so there is not a restaurant use on this side or part of this project, um, because restaurants are open to the public, any one of us can walk in ordering a meal and eat. Um, that is why there's conditions in other, one of the conditions of approval is that they, all the alcohol is for patri- hotel patrons only, not for anyone else. **So the reason why it's not included in the parking analysis is because there is not a restaurant that's open to the public**”* [Emphasis added, Exhibit 1, p. 59]<sup>4</sup>

As result of the above two paragraphs, the premises will violate ABC regulations for the Type 47 license that requires a bona fide public eating place. [Exhibit 5, pp. 100, 105, 106]

Parking demand for eat & drink on the terrace can be estimated for private parties, which the application includes. [PC Nov 18, p. 484] Per the plans, the area has 84 seats, multiplied by the peak-parking ratio of 0.83 vehicles per seat, equals 70 spaces, for the ITE Code 931 Quality Restaurant on Friday night. [Exhibit 2, p. 91] The public eat & drink 70 spaces added to the project 251 spaces in evening equals 321 spaces vs the 152 available.

#### **Parking Analysis Excludes Demand from North Adjoining Use,**

At the November 18 hearing, Planning Commissioner Richard Thompson observed that the project garage connects to the adjacent property by a stairway at the north property line:

*“I just want to be clear on what my concerns are there. I think, uh, I'd like to see, **if this is approved, there's a condition that prohibits, uh, any other parking from adjacent users to use the subterranean parking underneath.** And so that caught my eye. Um, and I think, uh, it'd be appropriate to put restrictions, uh, prohibiting, uh, other users to use, uh, the parking garage.”* [Emphasis added, Exhibit 1, p. 17]

Staffer Mr. Fatusos incorrectly opined the north stair as a required means of exit, *“I believe that, that could be also an emergency exit.”* [*Ibid.*, p. 16]

600 PCH representative Jan Holtze testified with hearsay, *“I hear some hollering from, from [architect] Jean Fong, uh, that it's an exit stair, it's, a... it- it- it's required for, uh, uh, required exiting.”* [*Ibid.*, p. 22]

Neither of the answers above correct in response to Mr. Thompson's request for a condition that prohibits garage parking by external users on the adjoining north property. Per architect Michael Rendler's letter, Exhibit 6, p. 108:

- 1) The garage has fire-code compliant means of egress on its south side; and,
- 2) The north stair not

qualified as an exit because it does not discharge to a public way.

In the approved Resolution No. PC 20-XX, staff failed to include Mr. Thompson's request for a condition that prohibits external users from parking in the garage. As result, the north stair enables a substantial parking demand from the adjoining property, not included in the parking analysis. No means exist to predict how many spaces needed.

#### **Traffic Analysis Excludes Streets Nearby 600 PCH and Skechers Cumulative Impacts.**

Per Transportation Engineer Neustaedter, in the 600 PCH traffic analysis, the transportation contractor Kimley-Horn deliberately excluded streets nearby the project, specifically, Keats St, Chabela Dr., Shelley St., Prospect Ave and 30<sup>th</sup> St. [Exhibit 8, p. 143]

---

<sup>4</sup> 201118-PC-600PCH-DraftApproval.mp4 (Completed 11/26/20) Transcript by [Rev.com](https://www.rev.com)

Additionally, 600 PCH deliberately erased 30<sup>th</sup> St in Hermosa Beach from their map. [Ibid.] Project traffic will use 30<sup>th</sup> St to access the beach area, along with the Skechers 120,503 sq-ft office-building project. That project will have 430 employees and 514 parking places.<sup>5</sup>

The 600 PCH traffic analysis excluded residential streets nearby the project, by not considering their intersections with the major arterials, Sepulveda and Artesia, as illustrated in the lower half of the map. [Ibid.]

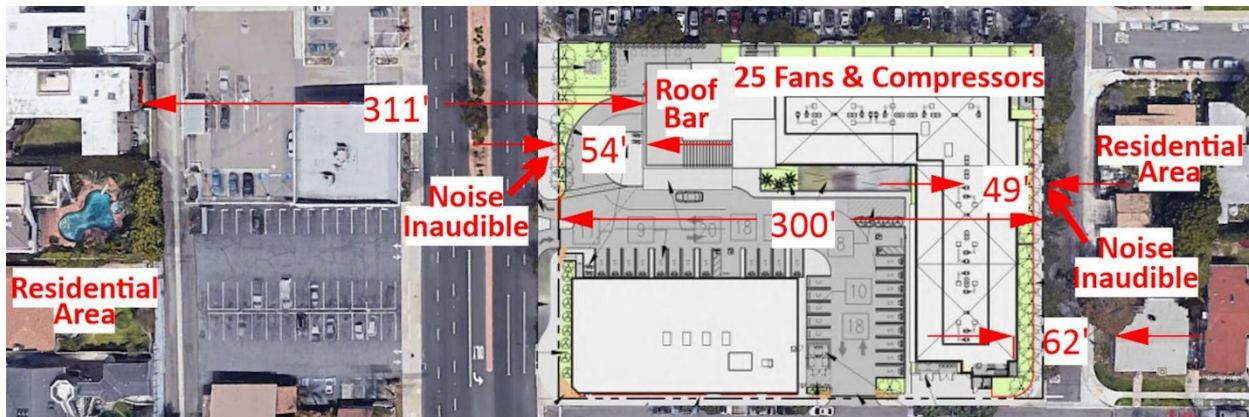
Based on Mr. Neustaedter's review of the 600 PCH traffic analysis, he states, "However, the study does not address potential impacts to the adjacent residential neighborhood." [Ibid., p. 141]

Most significantly, for CEQA evaluation, the 600 PCH traffic analysis fails to include cumulative impacts from the Skechers projects on residential streets near the project. Per Mr. Neustaedter, "In addition, the project TIA must address cumulative traffic impacts, as previously identified for the Skechers project." [Ibid., p. 142]

Consequently, the 600 PCH failure to provide a cumulative traffic impact study nullifies the categorical exemption of the Class 32 In-Fill Development Projects assigned by city staff, per CEQA Guidelines 14-CCR-15300.2 (b).

### **Noise Analysis Substantially Understates Impacts on Residents.**

The graphic below illustrates the proximity of 600 PCH noise to residences. On the west across from Sepulveda, homes have line of sight to the rooftop bar with many patrons and music, within a football-field length. To the east, homes face a virtual wall of noise sources over 60 feet away, subject to raised voices, loud laughter, screams, shouts, fights, squealing tires, slammed car-doors, noisy vehicles and rumbling machinery, from 48 openable room windows, the open garage, and rooftop air-conditioning compressors and whining fans.



Per acoustic expert Steve Rogers, "This [noise] would be contrary to Condition of Approval #16 in the MBPC Draft Resolution PC 20-, which requires that noise emanating from the hotel "shall not be audible beyond the premises"." [Exhibit 8, p. 153]

The analyst who prepared the MBI noise analysis for 600 PCH, Ms. Pei Ming, participated in the November 18 planning commission hearing but declined to address the abovementioned issue on inaudibility at property lines. [Exhibit 1, p. 58]

<sup>5</sup> Skechers Design Center

In his critique of the 600 PCH noise analysis, Mr. Rogers observes these discrepancies:

- “MBI’s analysis does not include ambient noise measurements on El Oeste Drive, nor does it address nighttime noise levels” [*Ibid.*, p. 152]
- “MBI’s calculations do not take into account the cumulative effect of 25 pieces of equipment operating simultaneously – which would increase noise levels by 10 dBA” [*Ibid.*, p. 153]
- “The MBI calculation of crowd noise appears to be based on a single talker” [*Ibid.*, p. 154]
- “...crowd noise from the outdoor gathering areas would be clearly audible at the homes on Chabela Drive and El Oeste Drive, because of the low ambient noise levels in each of these locations...” [*Ibid.*]

In addition to the above observations made by Mr. Rogers, the project will repetitively violate the noise ordinance, per MBMC § 5.48.160 (B) Table 5 and § 5.48.160 (E). For the commercial district after 10 PM, these provisions prohibit impulsive and periodic noise spikes at the property line from exceeding 75 dB, an acoustic level similar to raised-voice conversation.

Clearly, at the west side of the rooftop bar, hilarious laughter, screams and shouts from many patrons will exceed the 75 dB limit. Likewise, on the east, the virtual noise-wall of openable hotel-room windows, the open garage and the rooftop machinery will create impulsive and periodic noise greater than 75 dB at the Chabela curb, just 20 feet away.

#### **CONCLUSION: CEQA MANDATES ENVIRONMENTAL REVIEW.**

The 600 PCH project requires environmental review for these reasons:

- 1) The shared-parking analysis violates the 15% maximum-reduction in spaces permitted by MBMC § 10.64.040, which makes parking a CEQA factor, per Guidelines 14-CCR-15183 (f);
- 2) The parking analysis omits eat & drink parking, which violates the code provision to “Ensure that off-street parking and loading facilities are provided for new land uses”, thus elevating parking to a CEQA factor [MBMC § 10.64.010 (A) and *ibid*] The analysis also omits garage parking demand from the north adjacent property, discovered by Commissioner Thompson;
- 3) 600 PCH failed to use the 85<sup>th</sup> percentile parking-demand statistics in ITE *Shared Parking*, but used the average, which will cause overflow into the residential area 50% of peak periods;
- 4) For traffic analysis, 600 PCH arbitrarily excluded nearby streets, namely, Keats, Chabela, Shelley, Prospect, and in Hermosa Beach, 30<sup>th</sup> St, erasing the latter from their street map;
- 5) 600 PCH neglected to conduct a cumulative traffic impact analysis, most notably for the Skechers office-buildings that straddle 30<sup>th</sup> St, thereby nullifying the categorical exemption of In-Fill Development Projects assigned by city staff, per CEQA Guidelines 14-CCR-15300.2 (b);
- 6) Project noise will be audible beyond the premises, in violation of Resolution No. PC 20-XX and not evaluated by the 600 PCH noise analysis
- 7) 600 PCH failed to analyze noise from the 4<sup>th</sup>-floor alcohol-serving terrace on the residential area across Sepulveda Blvd, nor did they measure noise backgrounds at night
- 8) The 600 PCH noise analysis used unrealistically-low loudness values for all sources; and,
- 9) Substantial evidence exists for potential significant environmental impacts on nearby homes.



**EXHIBIT 1. TRANSCRIPT, PLANNING COMMISSION HEARING, 600 PCH, 18 NOVEMBER 2020**

This transcript was exported on Nov 26, 2020 - view latest version [here](#).

Gerry Morton: [00:00:01](#) Okay, great. We're, uh, now to the public hearing for the, uh, Master Use permit for the 162 room hotel with, uh, retail and office. Uh, do we have a further staff report as a follow up to our prior meeting, uh, a month or so ago?

Stewart Fournier: [00:00:19](#) Uh, uh, uh, chairperson, uh, [Morton 00:00:22], I would like to, at this point, recuse myself from the hearing, uh, a couple of items regarding this. Uh, number one, I just wanna be fully transparent on the reason for my, uh, recuse, I guess, recusion, is that the right word? Uh, recusal. And, uh, the reason is that I am a beneficiary of a trust at 448 Chabela Drive, which is well within the 1000 limit, uh, for there to be a, a conflict. So I just wanted to be transparent about that.

Uh, however, a point of order, um, and, and I, sort of, beg the chairman for his advice on this, um, there was a number ... I, I was very concerned with last, uh, meetings, characterization of some of the process by which we created the zoning issues. And, uh, it's not my place, nor am I going to render an opinion at all about this particular project, but I did have some concerns about some of the history that was even-

Brendan: [00:01:34](#) Uh, commissioner, I'm, I'm sorry, if I can interrupt.

Stewart Fournier: [00:01:37](#) Yeah.

Brendan: [00:01:37](#) This would be a good thing to discuss during Commissioner comments.

Stewart Fournier: [00:01:41](#) Okay.

Brendan: [00:01:42](#) So ...

Stewart Fournier: [00:01:43](#) So I, I wasn't sure that's why I'm asking as a point of order, I apologize. Uh, but for those that are listening, I do have concerns with, with that issue, and I will bring these up during what we, uh, consider to be Commissioner items. So just, I wanna put that on notice, and at this point, I will recuse myself. And I'll wait to hear from you. (laughs).

Carrie Tai: [00:02:09](#) Yes, we will contact you. Thank you.

Stewart Fournier: [00:02:09](#) Thank you.

Gerry Morton: [00:02:13](#) Great. Do we have a staff report?

**EXHIBIT 1. TRANSCRIPT, PLANNING COMMISSION HEARING, 600 PCH, 18 NOVEMBER 2020**

This transcript was exported on Nov 26, 2020 - view latest version [here](#).

Carrie Tai: [00:02:18](#) Uh, yes. Good evening. Uh, good, good afternoon. I'm, I'm just, I'm just waiting for, uh, Commissioner [inaudible 00:02:25] to leave the room virtually. Let's see. Okay, there we go.

Yes. Uh, good afternoon, uh, Chair Morton and members of the Planning Commission. Yes, today's staff report, uh, for the follow up items will be provided by associate planner, Ted [Faeturos 00:02:47]. And I also wanna take the opportunity to note that our new planning manager has joined our team. Uh, her name is [Tony Mirzakhani 00:02:56], and she's on the line, and she will be available along with Ted after the presentation for any, uh, questions, as well as discussion. So I did want to, uh, make you know that there is a- another staff member available as well. So with that, um, Ted, go ahead and share your screen, and you can begin.

Ted Fatueros: [00:03:16](#) Good afternoon, everyone. Uh, everyone can hear me well?

Carrie Tai: [00:03:22](#) Yes.

Ted Fatueros: [00:03:23](#) Excellent. My name is Ted Fatueros. I'm an associate planner here in the city's planning division. I'm here to, uh, have the follow up items for the, uh, proposed Master Use permit for a new hotel and office retail buildings here at 600 South Sepulveda Boulevard.

I'd like to start off by recapping the October 14th Planning Commission meeting. And the Planning Commission conducted a public hearing and heard a Master Use permit request for a 162-room four story hotel that's 81,775 square feet. Uh, and that hotel will also have full al- alcohol service for patrons only with service between 7 AM and 1 AM seven days a week. As part of the project also includes a [inaudible 00:04:22] two-story, uh, retail office building that total 16,348 square feet. And part of, uh, the Master Use permit request also includes a request for reduced parking.

The planning commission, uh, conducted the public hearing and, uh, heard from staff the applicant members of the public and requested that modifications be made to the project and for the applicant and staff to return to, um, to today.

So that Planning Commission requested that the applicant, uh, reduce the number of compact parking spaces, uh, on this site, uh, as well as to improve the ramp and visibility of the ramp in the, uh, in the, in, in the surface of the parking lot.

This transcript was exported on Nov 26, 2020 - view latest version [here](#).

The planning commission also requested that the applicant incorporate architectural screening on the fourth story facade on the eastern facade facing Chabela Drive. Uh, and part of that request included, um, a line of sight illustration that would show the view of someone on the fourth story looking east on Chabela.

Uh, the Planning Commission also requested additional information on, uh, what shade and shadows would be produced by these new buildings, and how they would affect the surrounding properties, as well as, uh, requested information on the northern perimeter landscaping of the site.

Uh, the Planning Commission continued the public hearing to today, November 18. Um, and, uh, before going into the details of the modifications and how the applicant addressed them, I just want to, just, uh, re-familiarize everyone with the project. Um, the project, the fundamentals of it in terms of building size and location has not changed, but the applicant has incorporated and modified the plan based on, uh, the Planning Commission's requests.

So, first, the applicant has reduced the number of compact parking spaces. Um, on the surface level, uh, parking lot, the applicant reduced the number of compact, compact parking spaces by one space, and added two standardized spaces for a total of a, a net gain of one parking space on the surface level parking lot. And for the subterranean parking garage, the applicant has reduced the number of compact spaces by 27 and increased the number of standard sized spaces by 20.

So when you do all the math and add everything up together, uh, the previous plan, the plan the Planning Commission reviewed on, uh, October ... I'm sorry. Um, yes, October 14, had 158 spaces. The revised plan before the commission today has 152 spaces for a net loss of 6 spaces. Um, the planning commission did indicate they are comfortable with this considering, uh, as long as the proposed parking meets, um, the parking requirements.

Um, to go a little further into this, the code requires, uh, 243 parking spaces for the site. Kimley-Horn, who is the applicant's traffic, uh, and parking consultant projected that the peak parking demand on a weekday, which is the ... actually, the peak parking demand is between 108, and 117 parking spaces for the entire site. 108 being for a weekend, 117 for a week day. So the

This transcript was exported on Nov 26, 2020 - view latest version [here](#).

applicant is proposing 152 parking spaces now with the revised plan.

Kimley-Horn, uh, projected peak parking demand for the site is 180 to 117 parking spaces. And the amount of parking and access that the applicant is providing over the projected parking demand is between 35 and 44 parking spaces. Um so that means that the applicant is requesting a 90 ... uh, a parking, a parking reduction request is for 91 spaces below the 243 parking spaces.

Um, and again, uh, the municipal code, specifically 10.64050 allows for an applicant to request a reduction in parking as long as certain findings are met, and that they back up the request with, um, a parking demand study. And the, the applicant has provided that, and city stat has reviewed and concurs with the, uh, parking demand study the applicant has provided.

Regarding the ramp, um, the applicant has done a number of things to improve the ramp. So, first, they have widened the ramp to be 24-feet wide, and also to have a one-foot curb on each side of the ramp.

Um, the applicant has also lengthened the ramp. And what that has done, as you can see in this cross section, is at the top of the ramp, uh, the ramp is a lot flatter, which means someone ascending the ramp coming up, uh, and when, when they're at the end of the ramp, they have a lot better visibility to see cars, um, in the parking lot.

Furthermore, staff has, uh, requested that the applicant put a stop sign at the top of the ramp, so that's why anyone coming up the ramp must make a complete stop, uh, to, and to make sure that they make the complete stop, look for oncoming traffic, and then, uh, make the right turn or their left turn, depending on where they're going. And finally, the ramp has been pushed East, further away from Sepulveda Boulevard.

So, the applicant has also proposed some, uh, architectural screening. Um, and other screening elements on the east side. So, again, the project's east side is on Chabela Drive across the street from residential uses.

So one thing the applicant has done is propose wood screens on the fourth floor facade, which will affect the visibility of hotel patrons inside the hotel. And the other thing they've done is proposed plan-planting timber bamboo, um, along the east side

This transcript was exported on Nov 26, 2020 - view latest version [here](#).

which will grow, and obscure the views of people, um, throughout the, throughout the entire East façade.

Uh, digging into this a little deeper, the way, one thing the applicant did is not just choose to plant timber bamboo instead of trees but also raise the height of the planter. So what they've done, the planter now is a lot closer to the sidewalk grade, which means anything you plant in the planter will be taller and therefore obscure views.

In the plans, in the landscape plan, the applicant has shown what the height of the timber bamboo would be at, um, various years in the future. So, ah, an installation will be 12, 12 feet tall, within 3 years it will be 21 feet tall, at year 6 will be 30 feet tall, and at year 9 the timber bamboo will be 39 feet tall, which is basically as tall as the entire building.

Um, moving on to the wood screening, the applicant has, um, given this detail what the wood screening will be. And the idea of the wood screening is not to, you know, completely block any light or visibility for the hotel patrons, but it does make an impact on their visibility to see out and down into neighbors yards and onto the street. The applicant has also provided this line of sight study or this line of sight diagram, um, showing what someone in the fourth floor looking East across Chabela will be able to see. So the diagram does show that someone in the fourth floor will be able to look into neighboring properties including, uh, the backyard if there's some neighboring properties.

But something, um, staff would like to point out is that most of the homes in the poet's section, including the homes that are on Chabela, across the street from the property are only one story tall. And as the, as the area and different properties become redeveloped, they'll likely go to two storys, which is, and on 26 feet, which is the maximum height of the structure of, of residential structures, um, in the RS zone. And what that will do will, once these properties, the properties are redeveloped, that will have an impact on what someone in the hotel will be able to see looking east.

Um, this diagram does not take into account the visi ... what affect, uh, the visibility, what, uh, how the visibility would be affected by the wood screening as well as the bamboo. So this is right here a worst case scenario with no screening whatsoever. Once the woods screening is put on and the bamboo grows to a

This transcript was exported on Nov 26, 2020 - view latest version [here](#).

certain height, um, there will be less, uh, of visibility, uh, on to, uh, than what's being shown in this diagram.

The applicant has also provided a shade study. So the shade study looks at what shadows the proposed buildings create on the first day of each season, in the morning, uh, midday, noon, and in the evening. And the shade study does show that the hotel building will create shadows onto the neighboring residential properties to the East. So I, um, for example, I, I have included this, uh, uh, this portion of the shade study in the, the presentation, and it shows what shadows will be, what shadows will be created by the proposed building on September 22 at 5 PM. For reference, the sun usually sets on that day around 6:50 PM, so al- almost two hours later. And you can see that the hotel building does create some shadows onto the first residential properties here on Chabela.

Uh, finally, the applicant has created enhanced, an enhanced landscaping plan, an enhanced elevations for the northern, uh, portion of the property showing that King palms will be planted throughout the northern perimeter of the property adjacent to the commercial, uh, office use there. And, um, has also enhanced the cross section here showing the King palms, uh, in relation to the adjacent property.

Um, because the plan has been modified based on the modifications just described, uh, there have been some modifications to the resolution as well. So now the resolution requires 152 parking spaces, uh, be on site instead of 158. And again, that is a result of the decrease in number of parking in order to accommodate more full sized spaces instead of compact spaces. The resolution also requires a stop sign at the top of the ramps ascending lane, and the resolution requires that architectural screening be installed and maintained on the fourth floor facade along to Chabela drive to, um, to, uh, decrease the visibility of a hotel pa ... hotel patron staying on that fourth floor.

Finally, um, there has been another condition added which was not discussed or brought up at the last hearing, but staff thought it was a good idea. And that would be that this sign here on the hotel on Tennyson, uh, be unilluminated at night so that way it doesn't create more light shining onto neighboring properties. Um, and that is a new condition. So the applicant is still allowed to install a sign on this facade of the building, it just cannot be illuminated.

This transcript was exported on Nov 26, 2020 - view latest version [here](#).

Um, the modified project still does not change, as I said the fundamentals of the project. And that includes, um, the fact that the project is still consistent with the general plan and also the zoning code, that the project meets the required findings for use permits, and also, as well as the required, uh, findings for reduced parking requests. And that the project is still, uh, categorically exempt from CEQA through Class 32 categorical exemption.

And, uh, and all the reasons why, for the, for, uh, consistency with the general plan, and required findings, and Class 32 categorical exemption were, uh, discussed in detail in the October 14 staff report.

Uh, I like to talk a little bit about noticing and public comments. So this is a continued public hearing from October 14th. And the municipal code does not require a second public notice for continued hearings. However, uh, staff did send a courtesy notice which was mailed to property owners within 500 feet of the site on November 2nd informing them of today's continued hearing.

Staff has also compiled and interested parties email lists, so anyone who's emailed the city about the project, uh, has been added to that list. And, um, on November 6th, an email went out to this list, uh, saying that the revised plans have been posted to the city's website so anyone can take a look at them. And then also on November 12, an email was sent out to the interested parties saying that the staff report with attachments has been posted to the city's website.

Staff did receive public comment, uh, for the, uh, for today, and that was included as an attachment to the staff report. So I've received 10 letters in support of the project and 3 letters opposing the project. As well as, uh, the applicants provided a memo from the applicant's, um, traffic and parking consultant, Kimley-Horn, which discusses, um, some of the parking and, um, traffic impacts of the, uh, project. Um, and this includes the fact that the project will create, uh, 130 more, uh, trips more than the existing, uh, restaurant, sit down full service restaurant use, as well as discusses some of the, uh, uh, safety aspects of the project.

The fact that the current site only has, um, has, um, driveways on Tennyson, but the proposed site will, project has a driveway on Sepulveda, which means more, right now, all the, the cars entering and exit the site have to go on Tennyson. And with the

This transcript was exported on Nov 26, 2020 - view latest version [here](#).

proposed project also have the option to exit onto Sepulveda or enter from Sepulveda, which, which will have a decreased number of cars on Tennyson.

So, since the publication of the staff report, staff has received a lot of public comments, including most of which has come in the last 48 hours. So, um, as of two o'clock today, uh, staff has received 4 public comments in supporting the, uh, project and 22 comments opposed. After two o'clock, I think I saw a couple more emails came in opposing the project, so it could be a little more now than 22. Uh, but all the late public comment will be compiled and posted on the website after the hearing. Um, and a lot of these comments had to do with parking, traffic, um, noise, and various other concerns, uh, with the project. Um, the, also included in the late public comment was a neighbor petition opposing the project, and that had about 106 signatures.

So staff, uh, recommends that the Planning Commission conduct the continued public hearing, and adopt the environmental determination, uh, for the Class 32 categorical exemption for the project. And also adopt the resolution approving the Master Use permit with conditions.

Uh, before I offer, um, uh, you know, myself for any questions, and I do wanna remind the commission that we have, uh, Erick [Zandley 00:21:54], the city's traffic engineer on the call, as well as MBI, Michael Baker International, the city's environmental consultants on the call, as well as the applicant is here along with his team, which includes, Kimley-Horn, the applicants traffic engineer.

Um, so, uh, between all of us, I'm sure we'll be able to answer any questions you may have, if you do have any questions at this time.

Gerry Morton: [00:22:24](#)

Great. Thank you very much. Um, commissioners, do you have, uh, some questions for the planner?

Richard Thompson...: [00:22:33](#)

Yes, I, I have a couple of questions. Um, I like to start out with the ramp, we discussed the ramp quite a bit at our last hearing. And if, uh, the traffic engineer can address, uh, the changes that occurred, I understand what staff said, I want to better understand from the traffic engineering point of view, um, how that ramp will function, and the safety of people coming up as they make a stop sign, will there, will the car be, um, kind of, horizontal to, to that, or will it be on a ramp leading up? And I'm



This transcript was exported on Nov 26, 2020 - view latest version [here](#).

curious about the visibility. So I'd like to hear the traffic engineer address that issue.

Erick Zandley: [00:23:24](#) Are you ready for me?

Richard Thompson...: [00:23:26](#) Yes, I hear you.

Erick Zandley: [00:23:27](#) (laughs). Okay, great. Um, I, we discussed the ramp, and the visibility, and circulation with the, uh, project team a lot, and they came up with a much better, uh, layout for the ramp. The ramp is, if you'll notice, uh, only 12% on the, uh, uphill or the, uh, uphill outbound ramp side.

When you get to the stop sign, it's actually almost leveled, and so the, the car will be, uh, uh, almost level when, when it gets to the stop sign. Um, there won't be any visibility restrictions in the way. No, uh, no, uh, walls or anything like that, so you'll have a good view of it.

The pedestrian walkway that used to be across the ramp, um, entrance has been removed, and it will, these pedestrian circulation will now go in front of the office building, instead of on the, on the south side of the driveway, uh, to the, to the side, to the public sidewalk.

We also had them, uh, construct or design a raised median between the inbound and the outbound driveways, uh, to Sepulveda, Boulevard, to, uh, guarantee that there's a space for the entering vehicle to get off the road and, uh, uh, be in a safe place before they make any decisions to turn down the ramp, or into any of the parking spaces, uh, on the surface lot, uh, that keeps everybody separated, um, and keeps the circulation, uh, with fewer points of conflict.

Richard Thompson...: [00:25:06](#) Um, okay. And, and it sounds like you're satisfied with the design and you support the design as being presented.

Erick Zandley: [00:25:13](#) I do.

Richard Thompson...: [00:25:15](#) Okay. Thank you. Um, then my next question, um ... let me see ... my next question has to do with, um, I think sheet number, um, it's shown on sheet 12. And what it is, is a stairway out of the, uh, parking garage, uh, adjacent on the north side, uh, on the private property. And I was curious about that, um, stairway and the purpose of it.

**EXHIBIT 1. TRANSCRIPT, PLANNING COMMISSION HEARING, 600 PCH, 18 NOVEMBER 2020**

This transcript was exported on Nov 26, 2020 - view latest version [here](#).

Ted Faturros: [00:25:56](#) One second, Commissioner, let me try to get the, uh, page where you said the sheet ... I'm sorry, was it 12 or 9?

Richard Thompson...: [00:26:04](#) Um, sheet 12.

Ted Faturros: [00:26:07](#) Sheet 12.

Richard Thompson...: [00:26:08](#) Yeah.

Ted Faturros: [00:26:08](#) So are you referring to this stairway right here?

Richard Thompson...: [00:26:13](#) No, because that leads up to the sidewalk, correct? And I'm assuming that's where [crosstalk 00:26:19].

Ted Faturros: [00:26:20](#) Yes. Um, that's correct.

Richard Thompson...: [00:26:25](#) The one on the north elevation?

Ted Faturros: [00:26:28](#) Oh, right here.

Richard Thompson...: [00:26:31](#) Yes. And the opening is on to the adjacent, uh, private property.

Ted Faturros: [00:26:38](#) Correct. Um, I believe that, that could be also an emergency exit. Um, and perhaps the applicant remembers when he spoke with, uh, our building and safety team at the beginning of this project, because I know the building and safety team requested some of these stairs. Um, so, I, I'm not sure if when the applicant presents, he can give a little more color than I can. But I believe that's, uh, the reason why they're there.

Richard Thompson...: [00:27:14](#) I just find it unusual that it access to private property. And, uh, my understanding, typically, that type of access, uh, goes on to public property if it's, uh, truly for, uh, you know, safety access.

Ted Faturros: [00:27:29](#) Well, I think the applicant, if we look across here, they could always create an, uh, exit across here. Um, I think there's, this is part of the perimeter landscaping, so, you know, we could always ask them to create that and exit from here, connect this to this area, and then go out.

Carrie Tai: [00:27:51](#) And Ted, this is Carrie. This Carrie Tai. Um, just a quick comment. It's something we can maybe ask the applicant to explain, because on sheet 10, um, there's actually a note on that stairway that says convenience stare from neighbor's parking lot to lower garage. So it can be some ... it, it, it's possible that it's something that was discussed, um, between the applicant and the, and the neighboring property owner, so I

This transcript was exported on Nov 26, 2020 - view latest version [here](#).

just wanted to throw that out as well, that it might be, um, an appropriate question to direct to the applicant team. Thank you.

Richard Thompson...: [00:28:24](#) Um, I just want to be clear on what my concerns are there. I think, uh, I'd like to see, if this is approved, there's a condition that prohibits, uh, any other parking from adjacent users to use the subterranean parking underneath. And so that caught my eye. Um, and I think, uh, it'd be appropriate to put restrictions, uh, prohibiting, uh, other users to use, uh, the parking garage.

Did you want the applicant to respond now, or did you want to do that later?

Carrie Tai: [00:29:03](#) That's the commission's preference, um-

Richard Thompson...: [00:29:06](#) Okay. Why don't we just leave that out there for now. I have, uh, another question having to do the sign plan. You mentioned the, uh, illuminated sign that faces out. Um, is there a sign plan? I, I don't think I saw any [crosstalk 00:29:21], or a pole sign post.

Ted Faturus: [00:29:25](#) So the applicant has not, um, has not done a master sign program for the site yet. Uh, although they are required to do one as a condition of approval. Uh, there is no, uh, I mean, the code does allow pole signs under certain, uh, conditions. Although the problem with pole sign is the code, uh, makes them difficult to do because in order to do, and it kind of eats up all the rest of your signage, an applicant has to share the signage, not just with the hotel, but what the future retail and commercial uses.

Richard Thompson...: [00:30:02](#) Okay.

Ted Faturus: [00:30:02](#) Um, so long story short, um, they have not proposed their master sign program yet.

Richard Thompson...: [00:30:10](#) And that gets reviewed by the Planning Commission, is that correct?

Ted Faturus: [00:30:14](#) No, the master sign program is a staff-level, uh, review. If the applicant wants to put more signage than what's allowed under the code, then the applicant can request a sign exception and that will be reviewed by the Planning Commission.

Richard Thompson...: [00:30:31](#) Okay. Those were all my questions.

**EXHIBIT 1. TRANSCRIPT, PLANNING COMMISSION HEARING, 600 PCH, 18 NOVEMBER 2020**

This transcript was exported on Nov 26, 2020 - view latest version [here](#).

Gerry Morton: [00:30:36](#) Great. Commissioner [Goko 00:30:38], any, uh, questions for staff?

Joseph Ungoco: [00:30:41](#) Uh, not at this time.

Gerry Morton: [00:30:43](#) Um, do you guys have, uh, any specific questions for, uh, the applicant at this point?

Ted Faturros: [00:30:51](#) Well, the applicant would also, wanted to say a few words, I think, before the questions, but I'll, I'll defer to them.

Gerry Morton: [00:30:58](#) Okay, let's do that.  
  
(silence).

Carrie Tai: [00:31:25](#) Um, uh, Ted, uh, can I understand who's the main contact for the applicant so that we can get [crosstalk 00:31:33].

Gerry Morton: [00:31:33](#) Jan ... I'm sorry, Jan [Holds 00:31:35] is the, is the applicant. All

Carrie Tai: [00:31:38](#) right, so we'll start with ...

Jan Holtze: [00:31:43](#) Hello?

Carrie Tai: [00:31:44](#) Okay. So, yep, Jan, you're unmuted

Jan Holtze: [00:31:49](#) (laughs). Okay. Well, uh, good afternoon to everybody, commissioners and, and, uh, Community Director Tai, uh, as well as the new member of your team, uh, [Tallinn 00:32:01]. I hope I'm pronouncing that correctly ...

PART 1 OF 6 ENDS [00:32:04]

Jan Holtze: [00:32:00](#) Your team, uh, Telene. I hope I'm pronouncing that correctly. Um, anyway, uh, thank you again. Uh, staff, uh, and Ted has, uh, uh, presented, uh, uh, our, uh, group effort here, uh, to address all the planning commission's concerns from the last meeting. I hope that we've met, uh, that objective, um, and, uh, take into account the relevant, uh, uh, concerns, uh, and the recommendations for the changes.  
  
Um, the, uh, result, as you've seen, uh, we believe it makes for a better project, uh, with a design that fits better for the neighborhood and everyone's concerns. It'll bring, uh, a project that, uh, brings longterm benefits to the city. Um, in addition to the design improvements, uh, we've provided a memo, uh, from Kimley-Horn, uh, with some clarifications to some, uh, items

This transcript was exported on Nov 26, 2020 - view latest version [here](#).

that, uh, were brought up in the last meeting, uh, and we can, uh, uh, have Jason Melchor from, uh, uh, Kimley-Horn address those, uh, uh, highlight them. It was attached as part of the staff report.

Um, an important reminder, um, is, uh, that I wanted to, uh, uh, make a point about is that this project fulfills a mission, uh, for the support with our working group, um, and the city council's vision focused on, uh, providing, uh, uh, uh, an allowance for development of this site, uh, for hopefully [inaudible 00:33:31].

Um, there continues to be very strong, uh, resonant and business support for the project. Uh, it's, uh... I'm amazed at the organic and positive responses from all over the city, um, uh, including many of, uh, long-term, uh, longtime residents, uh, business owners, uh, people who have called me, uh, and supportive of, uh, former council members, uh, mayor, uh, Nick Tel. Uh, we seem to be up to 55 or 60 of those so far, uh, and I'm very pleased that, uh, uh, as, as the, uh, notoriety of this project, uh, it's gaining some, uh, public attention that, uh, that this sort of organic, uh, uh, groundswell support is out there.

Um, anyway I'm gonna keep it brief, but, um, just a point to reiterate, uh, that the City of Manhattan Beach general plan and zoning code requires the city, plans for, uh, and allows for a balanced mix of commercial and non-commercial, uh, residential land uses that are all intended to meet the, the needs of, uh, of our residents, uh, as well as the businesses in order to provide goods and services for the regional market. Um, this project helps meet those goals in every respect.

Um, regarding the positive impacts of this project, um, it will bring significant economic benefit to the local economy. Um, as they said, I've had a number of, of local businesses who have either, uh, already submitted their support or, uh, will. Uh, it's restaurants, it's, uh, local business owners. Um, a few of the, uh, dry cleaners operators in, in town are very, uh, interested in, in, uh, uh, a hotel, um, for their business.

Um, just a couple of quick numbers. Manhattan Beach, uh, will, uh, once the hotel is up and running, uh, and stabilized, uh, probably be seeing somewhere in the order of a million and three, uh, in, uh, the transit occupancy tax, uh, plus upfront and estimated, uh, uh, fees paid to the city for development fees and other fees of probably in the range of about 345,000. Um, the Manhattan Beach Unified School District will also be a

This transcript was exported on Nov 26, 2020 - view latest version [here](#).

beneficiary of this project, um, from the increase in property value, uh, that will, uh, uh, add, um, uh, something on the order of 77, uh, and a half thousand dollars that we, uh, calculate, uh, on an annualized basis from property taxes, plus a one-time school development fee of around \$65,000.

Um, the project will support the many local businesses, uh, and it'll add needed new employment, um, such as our downtown retail establishment, the restaurants, the other shops, um, and bring visitors, uh, and, and business people alike to our town. Um, we're excited for the project, um, and I'd like to, uh, just hand it... to keep it short and hand it off to, uh, Jason Melchor for just a brief moment so that he could just highlight, um, the points that, uh, that, uh, that, uh, he submitted in his, uh, memorandum, um, uh, regarding answering some questions. So I'd like to hand it off to Jason. (silence) I hope he's there (laughs).

Jason Melchor: [00:37:00](#) Uh, thanks, Jan.

Jan Holtze: [00:37:00](#) Yes.

Jason Melchor: [00:37:02](#) And good afternoon, Chair Morton, commissioners, and Director Tai. Uh, yeah. Name's Jason Melchor with Kimley-Horn, and, uh, I prepared the traffic and parking standing for the project. Uh, just a few highlights. Um, you know, for the, for the traffic analysis, we followed the city's TIA guidelines and the statewide policy for determining transportation impacts measured under sequel.

And so in our traffic analysis, uh, we, we did take a conservative approach. Uh, for example, we, we didn't apply the tri- credits from the previous full service restaurant use. Um, also the mixed nature of the project will have, uh, an internal capture of trips, um, with the different uses, thus reducing the net change in comparison to the previous restaurant use, instead taking the full project trips, and we determined that the addition of the project would result in a less than significant traffic impact.

You know, and we did compare the, uh, existing use to what was proposed, um, as, a um... mentioned earlier on a daily basis, there would be a net increase as 130 trip. Um, but on the AMP, there's actually a n- a net [crosstalk 00:38:08] reduction as well and in the PM there's, uh, a slight increase. Um, but again, uh, it was determined that'd be a less than significant traffic impact.

This transcript was exported on Nov 26, 2020 - view latest version [here](#).

And, and in regards to the parking analysis, uh, that was, uh... with the numbers discussed, uh, we did conduct a shared parking analysis given the mixed use nature of the project. And so we determined that the parking provided would be sufficient given the nature of the uses onsite, uh, because they would have different parking peaks. For example, the, the office parking demand is, is very low on the weekends and, and, uh, in the evenings during the weekdays when the hotel, uh, demand would be higher. So tha- that's why you see the number of, of parking spaces needed, uh, ranging in that 108 to 117 depending on the, the time of the week. And so, uh... and that's how we were able to determine the, the adequacy of the parking.

Um, and then just one thing to note, uh, you know, in the comment letters that were received, um, uh, we did notice on, on one of the comments that was provided that, uh, the rates used in the comment letter was using, uh, an ITE that, uh, that... ITE code, uh, 310 four hotel, which our project is not. It- it's more, uh, like a business hotel or an all-suites hotel, which is, uh, a lesser intensity. And so, um, just wanted to clarify that with the, the commissioners.

And then, um, there was a comment also utilizing the, the 85th percentile, um, parking rate, uh, which is a fair comment. Um, so in response to that, uh, we, we did use the average rate to determine the parking demand of the hotel, because that rate is more representative of the size of the proposed development. The hotel that, uh, the ITE collects when they observe these, these hotels, that... there's the sizes of the hotels that are observed, uh, range from 100 rooms upwards of 500 rooms, and so the average of what they observed was more in the 321 room, uh, level. And so when you look at where this size of hotel, um, lands in terms of where the... you know, our observations, it was more in line with the average rate, which is why we used that for the parking.

And, and then there was another comment related, uh, to the weekend rate that, uh, uh, uh, 1.55 per room should be used. Um, again, um, that was utilizing the ITE, uh, 310 code for hotel. But also to clarify that the rate, uh, that was referred to, uh, for the weekend peak demand was per occupied rooms, uh, whereas our analysis use total rooms. So it's a, it's a different comparison. So it wasn't comparing apples to apples on that, uh, that, uh, that analysis. So just, uh, just wanted to clarify a couple of things. But, uh, overall, uh, our, our assessment, uh, was that good. We didn't have a significant impact on traffic and

**EXHIBIT 1. TRANSCRIPT, PLANNING COMMISSION HEARING, 600 PCH, 18 NOVEMBER 2020**

This transcript was exported on Nov 26, 2020 - view latest version [here](#).

that parking was, was adequate from our shared parking analysis. So I think at this point I wanted to pass it either back to, back to Jan.

- Jan Holtze: [00:41:16](#) Uh, yeah. I... uh, uh, can you hear me?
- [Jason Melchor](#): [00:41:21](#) Yes.
- Carrie Tai: [00:41:21](#) Yes.
- Jan Holtze: [00:41:22](#) Okay. Um, I think that, uh, we're probably good at this point. Um, so I'll hand it back to commissioner... or to community development.
- Carrie Tai: [00:41:32](#) Yeah. And this is, this Director Tai. If, uh, Jan, could we have somebody on your team, uh, address the question from commissioner Thompson about the stairways from the parking garage to the adjacent property, please?
- Jan Holtze: [00:41:47](#) Well, I think I can. Um, it's, uh, I, I believe-
- Carrie Tai: [00:41:50](#) (laughs) Okay.
- [Jan Holtze](#): [00:41:51](#) ... um, and, uh, and unless I, I hear some hollering from, from Jean Fong, uh, that it's an exit stair, it's, a... it- it- it's required for, uh, uh, required exiting. Um, and I'm guessing that this probably goes back to probably our original drawing, uh, perhaps over a year ago. Um, so somewhere in the layering of these drawings, uh, the exiting isn't out across our property, for some reason. So...
- Carrie Tai: [00:42:23](#) Okay. Thank you.
- Morton: [00:42:25](#) Great. Uh, you guys have any, uh, questions for the applicant?
- Richard Thompson...: [00:42:31](#) Um, yes. I have a question. Having to do with the screening on the, um, this elevation, uh, would, uh, the, uh, architect talk a little bit about the screening? And, uh, it sounds like, uh, based on staff's presentation, that it really doesn't do much for privacy. I wanna understand that better, and also why it wasn't extended to the other floors.
- Jan Holtze: [00:43:13](#) Perh- perhaps, um, um, we can have Jean Fong, uh, the architect, uh, address that question. I know that the reason the, uh, third floor was not, uh... we didn't apply the screening there was because, uh, the primary screening is going to, uh, long-term be from the bamboo, uh, shielding, uh, of the trees. And



This transcript was exported on Nov 26, 2020 - view latest version [here](#).

so, uh, they will be tall enough to, basically, shield the third floor almost from the start of the project.

Jean Fong: [00:43:44](#) Uh, this is Jean Fong here. Can you hear me?

Richard Thompson...: [00:43:48](#) Yes.

Jean Fong: [00:43:49](#) Hi, Commissioner, uh, Richard? Um, um, we had, uh, originally, uh, in our concept development, uh, added the screen on both the third and fourth floor. Uh, but once we start collaborating with our landscape architect, Todd Bennett, in terms of evaluating the right species of plants for that particular planter, uh, the idea of the bamboo, um, uh, seemed to work well because, you know, we're looking for something tall, and not a lot of, of, of, of, uh, of, uh, fanning out because we're, we're very tight, uh, to the sidewalk and to the building. And, uh, going with a, uh, a ti- a timber bamboo, uh, in our experience, um, does give almost an instant look.

Uh, we feel that, uh, within a short period of time, the bamboo will cover a lot of the third floor. Uh, we didn't want to overkill with both the screening and the bamboo. It would deter the, the vision and the lights for the guests, uh, on the third floor. Uh, it was bit much, I thought. And so we only, uh, adjusted on the fourth floor, and I think it gives a little... uh, a nice texture to it. Uh, it will be a natural wood product, and, uh, and, again, it's not to completely shut out vision, but it's to mitigate, uh, uh, you know, uh, the, the vision looking, uh, out, um, as well as privacy for the guests, uh, for people looking up.

So, uh, we think this was a good compromise. And if you have any, um, uh, question on the bamboo or any planting, you know, Todd Bennett who was not available last time is here, and he'd be very happy to, uh, answer any question regarding landscaping.

Richard Thompson...: [00:45:43](#) My comment on the landscaping is that it just seems, um, kinda ridiculous for us to wait nine years before there is any mitigation to the massiveness and privacy issues.

Jean Fong: [00:45:59](#) Well, I don't, I don't think it's that long. All right, Todd, uh, can you, uh, uh, perhaps address that in terms of the size going and the size of the box, the spacing, the height, and what it looks like in a year or two?

Richard Thompson...: [00:46:13](#) Uh, your plan says nine years.

**EXHIBIT 1. TRANSCRIPT, PLANNING COMMISSION HEARING, 600 PCH, 18 NOVEMBER 2020**

This transcript was exported on Nov 26, 2020 - view latest version [here](#).

Jean Fong: [00:46:15](#) Oh, well, that's, that's not... No, I don't think that's true. Okay. Can we get Todd on?

Carrie Tai: [00:46:29](#) Uh, Mr. Fong, is Todd, Todd B.?

Jean Fong: [00:46:33](#) Todd, Todd Bennett. Todd Bennett.

Carrie Tai: [00:46:33](#) It must be. That's the... okay, well, Neon, can you unmute him?

Neon: [00:46:39](#) Yes.

Speaker 4: [00:46:39](#) Hi.

Carrie Tai: [00:46:40](#) See if audio is working now. It wasn't working earlier.

Todd Bennett: [00:46:43](#) Hello?

Carrie Tai: [00:46:44](#) Todd, you're on unmuted. Can you speak?

Todd Bennett: [00:46:45](#) Yes. Me? Okay.

Carrie Tai: [00:46:52](#) It's very choppy.

Todd Bennett: [00:46:56](#) Hello?

Carrie Tai: [00:46:58](#) Yeah.

Todd Bennett: [00:47:00](#) Can you hear me?

Carrie Tai: [00:47:01](#) Todd, can you try speaking again?

Todd Bennett: [00:47:10](#) [inaudible 00:47:10].

Carrie Tai: [00:47:13](#) No, we can't.

Carrie Tai: [00:47:16](#) Um, you know, one... I, you know, one suggestion is, um, Ted, are you able to put the, um, the fourth floor view shared exhibit back up?

Richard Thompson...: [00:47:26](#) Or, or Ted, can you put, uh, maybe, uh, page four of the landscape up? Page four-

Carrie Tai: [00:47:26](#) Yeah.

Richard Thompson...: [00:47:26](#) ... Ted-

**EXHIBIT 1. TRANSCRIPT, PLANNING COMMISSION HEARING, 600 PCH, 18 NOVEMBER 2020**

This transcript was exported on Nov 26, 2020 - view latest version [here](#).

Carrie Tai: [00:47:26](#) So if we-

Richard Thompson...: [00:47:26](#) ... of the landscape plan.

Carrie Tai: [00:47:37](#) Yeah. So if we take a quick look at the fourth floor here, um, anything that's not... that's visib- anything that you can't see from the fourth floor, you definitely can't see from the third floor. So I wanna point out the, uh, area of the backyard here but behind the garage. Um, you know, the higher your, your vantage point, the more you can see. And in this case, uh, this, uh, already shows what is visible from the fourth floor. So if it's... if you can't see it from the fourth floor, you won't see it from the third floor.

So I just want, you know, this to add a bit of perspective on what actually is visible and then return to the discussion about the landscaping so that, you know, first you assessed what the privacy concerns are, and then second the landscaping. So I just wanted to interject that. And, um, I understand, um, Mr. Fong wants, uh, Ted to scroll back to a certain landscaping exhibit. So, Ted?

Richard Thompson...: [00:47:37](#) That would Ted, uh-

Morton: [00:48:24](#) And so I believe, Jean, the landscape plans are at the very back here?

Jean Fong: [00:48:37](#) Yeah. On the very back. Almost at the bottom. Uh, page four of [inaudible 00:48:40].

Morton: [00:48:40](#) Right.

Jean Fong: [00:48:42](#) There you go. Right there.

Morton: [00:48:47](#) Right. So here, and again, this is, um, for my presentation. I cut out, uh, this, uh, part of the plan here. So it says, "Estimated height at installation is 12 feet tall. At year three, it's 21 feet tall, at year six it's 30 feet, and at year nine is 39 feet, which would be without the height of the, uh, hotel. Along Jubela. Um, and that's for this timber bamboo, and then the Latin name is right there, which I will not attempt to pronounce.

Richard Thompson...: [00:49:25](#) All right.

Jan Holtze: [00:49:26](#) Uh, I'm not sure if you can hear me. Is it... can you hear me? This is Jan.

**EXHIBIT 1. TRANSCRIPT, PLANNING COMMISSION HEARING, 600 PCH, 18 NOVEMBER 2020**

This transcript was exported on Nov 26, 2020 - view latest version [here](#).

Richard Thompson...: [00:49:32](#) Yes. All good.

Jan Holtze: [00:49:32](#) You can hear me? Okay. Um, also remember that this, uh, elevation point, um, is, you know, uh, that, uh, Jubela goes from an elevation of about 71, um, to about 180. And this particular view that we're seeing here, uh, I believe is at like 175. So as you get further North on the building, um, that, that 14... uh, 12 to 14 foot initial height of the bamboo that we plant, um, at... during construction will have gone up another six feet. So, um, you know, a good section of the, of the, uh, eastern elevation of the building will, uh, have its view obscured, uh, pretty much on day one by bamboo. Yeah, there. That- that's a great... yup.

At that point, uh, where the... like the number 12 is, um, we actually have our ground floor rooms that are looking into a retaining wall. And our second floor rooms are pretty much at street level. And so the third floor rooms are, uh, are only about 12 or 15 feet above. But like the floor, actually, is only about 18 above the, uh, above the street.

Richard Thompson...: [00:51:01](#) I think one of your main, um, restrictions about... with planting a long Jubela is that you're only providing that three-foot-wide planter, and you really can't accommodate mature trees within that planter area. So you're restricted to the bamboo.

Jan Holtze: [00:51:22](#) Well, yeah. I mean, bamboo, uh, just structurally, uh, by its growth is a different kind of a, of, a, of a tree than, than a, a large canopy, um, uh, tree.

Richard Thompson...: [00:51:38](#) Okay. Thank you.

Morton: [00:51:44](#) Any further questions? Uh, Joseph Ungoco? Richard Thompson?

Richard Thompson...: [00:51:50](#) No, I'm fine. Um-

Morton: [00:51:52](#) Okay. All right. Let's, uh, let's go ahead and roll into, uh, audience comment.

Carrie Tai: [00:52:00](#) Sure, Morton. We have 26 speakers in the queue.

Morton: [00:52:05](#) Great. Great. We're gonna go ahead and, uh, keep to the three minute, um, time control. Please, uh, put that up on the screen and manage that for us-

Carrie Tai: [00:52:19](#) Thank you.

Morton: [00:52:20](#) ... before to, uh, to hearing the public comment.

**EXHIBIT 1. TRANSCRIPT, PLANNING COMMISSION HEARING, 600 PCH, 18 NOVEMBER 2020**

This transcript was exported on Nov 26, 2020 - view latest version [here](#).

Carrie Tai: [00:52:23](#) Okay. I'd also like to address, uh, the few people that have joined the meeting that have not been queued yet. Darryl Franklin, your mic is unmuted. Are you here to speak on this item?

Darryl Franklin: [00:52:39](#) I am. So I just got bounced out of myself and I'm just coming back in.

Carrie Tai: [00:52:44](#) Okay. Um, [crosstalk 00:52:48]. Darryl, can you, Darryl, can you start the timer for me, please? Darryl, go ahead.

Darryl Franklin: [00:52:56](#) My name is Darryl Franklin. I live on Tennyson Street with my wife and five children. I raised strong objections both in writing and in person at the last hearing, and I've submitted to this hearing today, a detailed and technical letter of objection, accompanied by acoustic and traffic experts reports. My letter and reports submitted to this hearing are done so on behalf of a large group of residents from the Poet's Corner of Manhattan Beach. We formed a nonprofit called MB Poet's and have collected a petition with more than 100 signatures of objection to this development. We've also asked expert, sequel lawyer, and local resident, Doug Carstens to advise and represent us in the attempt to steamroller our interests and reduce the quality of our lives in our neighborhood.

I would ask the commissioners to confirm today before everybody that they've actually read what I sent in, and I also urge people making comments today to look at my letter and the experts reports as they set out in detail what is wrong with the project as proposed, and why the commissioners cannot and should not approve the exemption permit sought. Who are the MB Poets? Well, you're hearing from many of us today. Some of us were born in these homes have spent 50 or more years in them, and we intend in spending our last days here. Some of us, such as myself, have moved here recently with the intent of staying for many years raising our young children in a safe and family-oriented neighborhood with good schools and safe streets to walk on and play in. We might even be described as the people living in the poor end of this tiny little town.

You may ask why we're all so fired up about this. Well, we're the people who will suffer the daily adverse impacts of this proposed overdevelopment every day and every night. Where the people whose quiet neighborhood is already striding with parking and traffic issues from the high school, where much of this town sends its kids to be educated, and hosts one of the largest churches in our city, and that church has an adequate

This transcript was exported on Nov 26, 2020 - view latest version [here](#).

parking. We're the people who are under assault from the noise, traffic, and have nowhere to park by where we live. Ours are the streets where visitors following their GPS will be distractedly driving too fast tryna get to a hotel where they'll find they'll have nowhere to park. We are the people who are gonna hear the traffic accidents, be stuck in resulting road closures, and promi- probably some of us will be in those accidents. Hopefully, none of us will join Amori Bargains or Michael Cameron King in the local papers as people killed in accidents directly adjacent to this location. We're the people who are being denied a proper environmental review of this project, we're the people are entitled to such a review, and we're spelling out the facts and legal grounds as to why you cannot and must not grant the exemption permit before you today. We are the people not going away. We won't go away. Why? Because we can't. We're the people who live here. Thank you.

Carrie Tai: [00:55:37](#) Thank you, Darryl. Don McPherson? Hi, sir. Are you there?

Don McPherson: [00:55:50](#) Uh, yes. Can I... can you hear me?

Carrie Tai: [00:55:53](#) Yes. Are you here to second the i-

Don McPherson: [00:55:54](#) Thank you. Um, Don McPherson, 1014 First Street. The project has three factors that mandate environmental review. Parking, traffic, and noise. For shared parking, staff cherry picked the municipal code ignoring MDMC 1064040 that limits the reductions to 36 spaces where staff approved 83. At the October 14th hearing, they wrongly testified eat and drink restricted to hotel patrons only. The ABC type 47 license requires all alcohol service areas open to the public resulting in extra parking not in the plans. Therefore, staff has improperly... has, uh, excluded the parking, um, the public parking required for eat and drink use. The shared parking analysis incorrectly uses the average parking demand from ITE parking generation, which will result in parking overflow 50% during peak times. The traffic analysis claims that the Tennyson and Shelley barriers eliminate traffic east of Chavela, entirely false. The analysis also erased from its street map 30th Street in Hermosa, which the new sketchers delving straddle.

In addition, the applicant failed to conduct a cumulative traffic impact analysis, which nullifies the sequel categorical exemption for infill development projects. In violation of the draft use permit, the project will create noise audible beyond the property lines. Time average noise after 10:00 PM will

This transcript was exported on Nov 26, 2020 - view latest version [here](#).

exceed permitted levels in residential areas east and west of the project. Shouts, screams, and laughter from the rooftop bar will exceed permitted, impulsive, uh, levels at the west side of a building. Impulsive noise from hotel room opened the windows, the open garage, and rooftop, uh, equipment will exceed permitted levels at the east property line.

All these def- deficiencies, discrepancies, and violations substantiated in expert opinions by transportation engineer Craig Neustaedter, acoustic expert Steve Rogers and former ABC official Lauren Tyson. In conclusion, sequel mandates environmental review. Thank you.

Carrie Tai: [00:58:54](#)

Thank you, Don. Diane Wiseman?

Diane Wiseman: [00:59:05](#)

Hi. Um, commissioners, I, um... I would find that I object making substantial mitigation to the project. I'm especially concerned that you're gonna rip out the trees that are already in existence and already form a barrier, and put in three foot planters that can only hold some bamboo, that is not going to shield the hotel until nine years from the time that they're planted. I find that to be ludicrous. You already have existing trees that are forming a barrier, and you could add to that, and you could create better trees than a couple of bamboos and, and, and palm trees.

Um, you're not considering and having considered the impact on our neighborhood. You're just looking at, it seems to me, how much money you're gonna make off of this. And that's gonna be a long time in the future since we're in the middle of a COVID-19 epidemic that doesn't... that's not, um, subsiding anytime too soon, even if we get vaccines.

Um, and the, the, the shorter fourth floor, well, that problem could be totally eliminated by eliminating the fourth floor. You're exceeding the prior height limits, and I think this project is... does not have a vision within the, the Manhattan Beach plan. It's seeking to expand development and not consider the, the neighborhood. Also, our neighborhood gonna lose its value. There's no question of that. The development on the south side of Tennyson has already devalued Tennyson. Um, the houses sell for 100 to \$300,000 less than houses in the other sections of the Poet's Section.

I'm very concerned about the impact on our children. We estimate there is at least 75 children in the neighborhood. There's 30 children alone on Tennyson Street that's already been substantially, um, compromised by development on the

**EXHIBIT 1. TRANSCRIPT, PLANNING COMMISSION HEARING, 600 PCH, 18 NOVEMBER 2020**

This transcript was exported on Nov 26, 2020 - view latest version [here](#).

whole south side of our street. I do agree with commissioner Thompson. It is ridiculous to have a plan that doesn't shield or, or shade anything until nine feet... nine years into the project. Um, there's so much that could be done with what is here and what's existing such as the trees. And I agree with everything that, um, the prior speaker, Don, said, and I agree with everything that's in the petition, um, as well as the other members of the Manhattan Beach Poet's Section. I really hope you consider, consider the neighborhood because it... I thought, when I moved here almost 20 years ago, that Manhattan Beach cared about it [crosstalk 01:02:08].

Carrie Tai: [01:02:12](#) Thank you. Next speaker, Audrey Judson.

Audrey Judson: [01:02:18](#) Hi, can you hear me?

Carrie Tai: [01:02:25](#) Yes.

Audrey Judson: [01:02:26](#) Okay, great. Uh, my name is Audrey Judson. I am a resident. I'm a realtor in the area as well. Um, I have a different perspective. I work with clients who come from out of the area and they are always asking for suggestions of where to stay. There are limited options in Manhattan Beach. Now, I will refer them to Shade Hotel, to Belamar. I used to refer them to The Residence Inn, not so much anymore. So now I refer them out of area to Hermosa Beach, to Redondo Beach.

Um, I've seen the plans for the hotel, and it looks like it was thoughtfully designed and designed, um, with sensitivity to the residential neighborhood. So I hope to see this, this hotel move forward. I know it's tough when you, you know, live near commercial property, but something's going to be built there. And I just... I feel like, uh, the, the planners of this hotel really tried to do their best to make it pleasant and take the neighbors into consideration. Thank you.

Carrie Tai: [01:03:29](#) Thank you, Audrey. Next speaker is Boryana Zamanoff.

Boryana Zamanof...: [01:03:37](#) Hi, good afternoon? My name is Boryana Zamanoff. I reside on Tennyson street. I'm a mother, a home owner, and a concerned citizen. Uh, chairman, uh, Morton, as a reminder, our attorney, Doug Carsten, is on the phone. He will patiently wait for his turn, but I know you promised in writing he will get double the time of six minutes. So I do hope, uh, you will respect that promise. Um, I'm part of MB Poet's, the nonprofit...

PART 2 OF 6 ENDS [01:04:04]



This transcript was exported on Nov 26, 2020 - view latest version [here](#).

Boryana Zamanoff: [01:04:00](#) Ah, I'm part of MB Poets, it's a nonprofit organization. My neighborhood, neighbors and I organized in opposition of the grant of the categorical exemption and the secret and in opposition of the grant of the master use permit. We understand something will be developed on the site. We are asking for the commissioners to require an environmental review, since the impacts from all of us and on the community are substantial. And SEACOR in its intent, and it's in terms requires an environmental review. As you heard from John and you'll hear from our experts who are also patiently waiting for their turn in line, the multiple issues with the parking analysis of the applicant. It was quite ludicrous listening to that analysis. We are hotel but not a hotel when it comes to evaluating what is ah, considered optimal parking. At the traffic analysis excluded nearby streets, namely, Keats, Chabela or Shelley, Prospect. It neglected the overall traffic impact analysis, including the Skechers building also nullifying the categorical exception.

Ah, under sequent guidelines, the project noise will be audible beyond the premises. In short, we truly believe and we have substantive support from our expert that an environmental impact project report for the project must be required. And I urge you to deny the application for categorical exemption under Sequa because we will fight it until we get an environmental, ah, impact report. Finally, the supposedly initiative letters to the community promised that and I attached a copy to my letter, a promise that an environmental report will be required of every hotel projects in the area when that initiative was put forward. And I urge you to meet that promise to the community into the residents of Manhattan Beach. Thank you so much.

Carrie Tai: [01:06:21](#) Thank you, Boryana. The next speaker is Christine Mercer.

Christine Merce...: [01:06:30](#) Hello, can you hear me?

Carrie Tai: [01:06:31](#) Yes. Yes.

Christine Merce...: [01:06:32](#) Hi. And then my husband was going to speak after me too.

Carrie Tai: [01:06:36](#) Sure.

Christine Merce...: [01:06:37](#) Good. Ah, Good afternoon [inaudible 01:06:40]

Carrie Tai: [01:06:43](#) Christine, we can't hear you.

**EXHIBIT 1. TRANSCRIPT, PLANNING COMMISSION HEARING, 600 PCH, 18 NOVEMBER 2020**

This transcript was exported on Nov 26, 2020 - view latest version [here](#).

Christine Merce...: [01:06:45](#) You can't hear me?

Carrie Tai: [01:06:47](#) Now we can.

Christine Merce...: [01:06:48](#) I guess I have to just get closer. My name is Christine Mercer. My husband and I are 25 year residents of the Poet's section, directly east of the planned development. We are opposed to the hotel and mixed use development plans as currently proposed. We understand the need to develop the property and the desired revenue for the city. However, we have concerns regarding the height of the hotel overlooking our neighborhood. The thought of a four storey, 40 foot structure looming over our homes and invading our privacy is disturbing.

I'm disappointed about some of the staff report conclusions regarding the line of sight and neighbor good privacy. Even though the report acknowledged that fourth floor hotel patrons are able to look into the backyards of residential properties on Chabela Avenue. It attempted to diminish the issue by stating that mature trees located in backyards of homes along [Chabela 01:07:46] offer privacy. This does not minimize our privacy concerns. The report also made the assumption that the one storey homes along Chabela Drive would be redeveloped into two story structures. It'd be built to the maximum 26 foot height limit. As a result, the two storey height would obscure the fourth floor patrons view of our properties. These conclusions are disrespectful and reveal a lack of concern or empathy by the applicant and the city planning staff for the residents of the neighborhood. They are merely rationalizations to validate the four story hotel height.

Report also stated that the traffic impacts to the residential neighborhood directly east of Chabela are eliminated entirely by existing permanent street barricades on Tennyson and Shelley. Though these street barracks, barricades exist, other neighborhood streets including Chabela, Keats, Kuhn, Longfellow and Prospect will be impacted. Vehicles cut through the neighborhood to avoid Sepulveda. We have already experienced speeding golf carts on Chabela, shuttling Skechers employees from the 600 South Sepulveda parking lot, to the Skechers offices both east and west to Sepulveda. Pedestrians and vehicles will be at further risk with the increase in traffic generated by the proposed development. I frequently walk the neighborhood and had concerns for my safety. Prior to COVID, it has always been challenging to be a pedestrian during the morning rush, America's to student drop off and students searching for parking on the neighborhood streets. In closing, I

This transcript was exported on Nov 26, 2020 - view latest version [here](#).

respectfully request that the applicant and the planning staff consider the valid concerns of the residents and make modifications to the master use permit prior to approval. Thank you.

Carrie Tai: [01:09:41](#) Thank you, Chris [inaudible 01:09:43]. Jim Mercer?

Jim Mercer: [01:09:47](#) Yes. Can you hear me?

Carrie Tai: [01:09:49](#) Yes.

Jim Mercer: [01:09:49](#) Great. Good afternoon. My name is Jim Mercer. My wife and I have been residents at 1151, Tennyson Street in Manhattan Beach, for 25 plus years, living directly east of the planned development. We understand the need to develop the property and the desired revenue for the city. However, we do have numerous concerns as to the majority of the residents living in the Poet section of town.

We circulated a petition that was S-submitted to the city yesterday th-that had reference. 95% of the poet section residents contacted, overwhelmingly are in opposition to the development that's currently proposed. 106 signatures on the petition were gathered from the approximate 71 households that we were able to contact. Privacy issues that we've already discussed, have not been fully addressed. The architect recommended 12 foot bamboo be planted on the east side of the property, and stated in the master use permit that we've discussed, that it would be a nine years before it reaches a maximum height of 39 feet. A question is, how is our privacy addressed in the intervening not eight to nine years while we wait for the bamboo to grow to the required height. Currently, the Poet section in Manhattan Beach is quiet and subdued neighborhood. If this project is approved and built, we shall see street parking severely impacted as hotel guests and patrons of the bar and restaurant, and potentially retail customers back in the neighborhood to avoid paying for hotel parking or not having sufficient parking available to them.

Traffic throughout our neighborhood will increase as guests navigate, entering and departing the hotel from the Tennyson street driveway. Pedestrian traffic will also increase as hotel guests walk through our neighborhood and the likelihood of increased car traffic and the increased pedestrian traffic may result in a bad mix and result in potential accidents. Noise levels will increase, especially with the outdoor lounge and music in the in the evenings used by the hotel guests and the public. In

This transcript was exported on Nov 26, 2020 - view latest version [here](#).

closing, we're requesting that the applicant considered making modifications to the master u-use permit prior to approval. Thank you.

- Carrie Tai: [01:12:27](#) Thank you, Jim. Next speaker is Craig Neustaedter, [inaudible 01:12:33]. Sorry if I mispronounced your name. [inaudible 01:12:40] Are you there?
- Craig Neustaedter: [01:12:40](#) Yes, yes. Can you hear me?
- Carrie Tai: [01:12:42](#) Yes.
- Craig Neustaedter: [01:12:43](#) Okay. Yes. Ah, my name is Craig Nuestater. I'm a registered traffic engineer with over 25 years of experience as a city traffic engineer for several cities in Southern California. I'm a consultant to Mr. Don MacPherson. And I believe he submitted the report that I prepared concerning the 600 PCH project.
- And so, this is a brief summary of the, some of, ah, my, ah, considered opinions concerning the traffic and parking analysis. Ah, the traffic, ah, the TIA that was submitted does not address, ah, prospective impacts sufficiently concerning, ah, adjacent local residential streets. The, ah, cumulate, there needs to be a cumulative impact analysis in relation to the Skechers divine center, Design Center, I think, ah, in combination these these projects will have a significant impact on traffic impact, on traffic, ah, on the, ah, suppose the boulevard. The parking analysis, ah, some of these issues have been discussed or identified in some of the previous speakers. The, ah, shared parking analysis was done to justify reduction of on site parking. As my report shows the applicants shared parking analysis is deficient as it does not use, ah, more current or relevant data, ah, that would be applicable to the shared parking analysis.
- These, ah, In conclusion, the study gives no analysis of the traffic impacts that may occur on local neighborhood streets as a result of the project. Ah, and the project, ah, traffic study must address prospective impacts o-of the project on these streets and identify specific additional mitigation measures if needed. In addition, the project TIA must address the cumulative traffic impacts as previously identified in the Skechers', ah, Project. While the city code allows a reduction in on site parking for mixed use projects such as the proposed, ah, project, the applicant's parking demand analysis proposes an excessive reduction in on site parking demand. Based on an analysis using outdated and invalid data. The analysis would result in a significant on site parking deficiency. This would likely

**EXHIBIT 1. TRANSCRIPT, PLANNING COMMISSION HEARING, 600 PCH, 18 NOVEMBER 2020**

This transcript was exported on Nov 26, 2020 - view latest version [here](#).

result in Project generated parking demand spilling onto adjacent residential streets. Thank you.

Carrie Tai: [01:15:23](#) Thank you, Craig. Next speaker is, Doug Carstens.

Doug Carstens: [01:15:31](#) Hello, good afternoon. This is Doug Carstens. I'm an attorney with Chatten-Brown, Carstens & Minter, and I'm here on behalf of the M.B Poets. I wanted to ask me, I-I-I, sure Morton, if we might have six minutes, or I might have?

Morton: [01:15:44](#) Hey, thank you for the request. Ah, I'd like to ask the city attorney, is it appropriate for me to give six minutes to the attorney to make their case?

Speaker two: [01:15:51](#) It's ultimately in the discretion of the chair to ensure the efficiency of this meeting. However, given that every other public speaker is receiving three minutes, we would advise the three minutes be given to every subsequent speaker.

Morton: [01:16:07](#) I'm going to defer the advice of the city attorney. I-I thought it was appropriate to give six minutes, but I do think that that makes sense. And I'll defer to that. So unfortunately, I'm going to keep it at at three minutes for everybody.

Doug Carstens: [01:16:20](#) Well, I understand that, ah, chair Morton. I'll just cut my, ah, presentation in half and, ah, go from there. I, again, I'm not at charge, ah, [inaudible 01:16:30] Chatten-Brown, Carstens & Minter on behalf of of MB poets. Darryl Franklin has, ah, told you who we are. We submitted a letter dated November 17th, An MB post submitted technical comments from experts that shows this project cannot and should not be reviewed on the basis of inapplicable claim of exemption from the California Environmental Quality Act. I direct your ask her attention to letters, pages three and 11, especially for the legal reasons, this would be invalid under Sequa. Relying on an exemption from Sequa is the wrong move. It cuts off public understanding and discussion of the impacts of this project to the community.

A full environmental impact report rather than an exemption is required. The California Environmental Quality Act has been called a bill of rights for an environmental democracy. That's a term of Byron Scheer legislator who was instrumental in its writing and passage. The California Environmental Quality Act is designed to promote, promote public participation and environmental protection. What you've got here is a 1060 page staff report released on Thursday, November 12, only six days ago, for a meeting held today on zoom on November 18th. Prior

This transcript was exported on Nov 26, 2020 - view latest version [here](#).

to that, there was an 829 page staff report. This is not how the public should have to scramble to respond to pages and pages of technical analysis. Despite the difficulty MB Poets has obtained experts who are looking in detail at the analysis used by the city. I understand I've only got six minutes, so I'm not going to identify every objection. And it's all in the letters, therefore your proposal, every reasonable mitigation measures that was proposed, and I will try to highlight and summarize. I encourage you and others who are listening to get a copy of those comments and examine them closely and carefully. We think that you will conclude this project requires a full EIR before proceeding in consideration of it. After accurate and full disclosure. It's possible you'll recommend outright denial of the project or further conditioning of it but accurate and full disclosure is needed.

I would give some examples but I'm going to cut that out of my analysis other people have done that. I'm going to skip right to asking or making sure that you also consider aesthetics, is a significant impact requiring an EIR noises, public safety and traffic is, parking is, all of that are what are called exceptions to the exemption from Sequa. An EIR gives a full understanding of the possible mitigation people will continue to be able to make comments and review responses. The public controversy surrounding this shows that you really need an EIR. There's over 100 signatures being submitted. And, I mean, we've seen things with 10 signatures and that's a lot. A 100 signatures in Manhattan Beach, I think you know what you're looking at. MB Poets has proposed mitigation measures, there at the end that should be studied in the EIR. And we, look, we thank you for your time.

These are extraordinary times, we hope you'll hear the concerns of each member of the community who would like to speak, including those who've been disconnected and cut off. I hope you get all of those back in, because I object if you don't, and we'll ask that you require an EIR to promote better, better public understanding, deny the project or require the EIR-

Carrie Tai: [01:19:28](#) Your time is up, Sir.

Doug Carstens: [01:19:30](#) Thank you. Appreciate it.

Carrie Tai: [01:19:31](#) Thank you. Next speaker, Emily White.

Emily White: [01:19:39](#) Hello, my name is Emily white. I live with my family on Shelly street with our kids who are in preschool and elementary

This transcript was exported on Nov 26, 2020 - view latest version [here](#).

school. We moved here eight years ago and chose this neighborhood over others, because it seemed peaceful and like a nice place to raise a family. And it has been. I'm glad that we moved here. I'm not sure that I will feel that way after this project starts though. My kids love to ride their bikes on the sidewalks. But how can I feel comfortable anymore with floors of hotel rooms looking down at them? How could anyone? I don't think anyone would want a hotel going in at the end of their street, and especially one like this that is cramming so much into the space. And as you, the commissioners of the city have an obligation to know all the impacts to the neighboring residents, and everything that you can ensure they are minimized.

In my own review of the plans, I had a lot of concerns about the density of the project and the impact of traffic and parking in the neighboring streets. So I asked my father who has over 40 years of transportation engineering experience, and spent a decade on the Planning Commission of my hometown. His name is, is, Gerald Nielsen, and he wrote you a letter with his concerns as well, too. I hope that you have read it. The parking analysis is clearly flawed, as you've already heard from others today in our other expert opinions. It will not be sufficient at peak times when there are events. After the restaurant, the rooftop bar permits go through to be open to the public and other times when there are events happening at the hotel. I asked you the commissioners, where will all of these cars Park? And on traffic, this location is fairly awkward.

Take it from someone who lives here. To go south, you have to go through the neighborhood streets. So we'll have guests and rideshare vehicles driving through or maybe they'll just be looking for parking. All of your analysis focuses on support and none of it focuses on the neighborhood nearby. So I ask that you delay approval of the master approval, Master use permit and require the applicant to have an environmental impact study done so we can know what this neighborhood will look like when this project is in place. Please, think of all the children in the Poet's section and give us careful consideration. Thank you very much.

Carrie Tai: [01:22:01](#) Thank you, Emily. Next speaker is, James Williams.

James Williams: [01:22:09](#) Hello. My name is James Williams and I reside in the Poet section, on Shelley Street. I'm speaking to voice my opposition to the proposed hotel development at 600 South Sepulveda, Manhattan Beach. My concerns in opposition to the

This transcript was exported on Nov 26, 2020 - view latest version [here](#).

development of 600 South Sepulveda are numerous but not limited to the four with which I plan to speak. Number one, increased traffic impacting pedestrian safety generated primarily by hotel guests, rideshare vehicles, taxis and vendor delivery vehicles. This in addition to traffic currently generated by the high school and local church. Number two, my second opposition would be around noise created from entertainment and hotel patrons utilizing the rooftop venue. Vendor delivery trucks, especially early in the morning hours as we know when they make their deliveries, as well as construction traffic during demolition, and construction at the said location. Number three would be increased transit activity, resulting in additional crime, be it property, victim assault, or increased endangerment of the 75 plus children residing in the immediate area, many of whom utilize the limited area to play and interact in a family centric atmosphere. Number four, neighborhood street parking infringement created by those who are choosing to avoid hotel parking fees.

There already exists documented criminal activity at another Manhattan Beach Hotel along the support of a corridor. It brings to question, what incentive the developer and owner have to be a positive contributing member of this community, viewing little, if any, revenue will be generated from us? Why should we in this community be subject subjected to the problematic issues, which already exist at other hotel properties in Manhattan Beach? I too second the request of Doug Carstens for an environmental impact study. Thank you for your time.

Carrie Tai: [01:24:26](#)

Thank you, James. Next speaker is, Jonah Breslau.

Jonah Breslau: [01:24:37](#)

Hi, my name is Jonah Breslau. I'm here today speaking on behalf of Los Angeles, the Los Angeles Alliance for a new economy lane. I'm a research analyst and our organization is dedicated to helping build a new economy rooted in good jobs, thriving communities and a healthy environment. And I'm also speaking in alliance and support, you know, your local 11 Hospitality Workers Union. You know, your local 11 represents 30,000 workers in Southern California and Arizona, including hundreds of hotel workers who work in Manhattan Beach, and many hospitality workers have to commute in and out of Manhattan Beach for their jobs. So traffic and transport are important issues for Hospitality workers. So I have three questions about the project. One, while the municipal code can require up to 243 parking spaces for the project, the Planning Commission is considering requiring only 152. So my first question is, what kind of impact will that have on the community and those



This transcript was exported on Nov 26, 2020 - view latest version [here](#).

commuting through the area? Second, I am more curious about the jobs housing balance.

The consultants for the project claim that this hotel may reduce the vehicle miles traveled because it will improve the local jobs housing balance by providing jobs in the city. But how do we know that the jobs will go to local residents? And how will it be impacted by the amount of traffic created from customers and non resident workers? And my third question is also related to traffic, which is, just how will this project address traffic congestion at the following three intersections? Sepulveda boulevard in Manhattan Beach Boulevard, Sepulveda Boulevard at Artesia Boulevard, and Sepulveda Boule-Boulevard at Tennyson Street. Thank you very much.

Carrie Tai: [01:26:17](#)

Thank you, Jonah. Next speaker is, Kathy Clarke.

Kathy Clarke: [01:26:21](#)

Hi, I'm, Hi, I'm Kathy Clark. I live on the corner, um, I probably am in the worst scenario possible for this whole project. I got upset during your last meeting and, you know, I thought I had it together for this one, but it's impacting you so much. It's crazy. Just for me, I'm at 1141 tenants in where the roadblock is. This for me is a nightmare on all fronts. I have two young kids in the elementary school. And what I've learned today is that my house would now be in the shadows, once this hotel is built from four o'clock on, I will have people for nine years looking down into my backyard at my little kids. My little boys are gonna have some strangers watching them in their backyard. How wrong is that? It's so wrong in so many fronts. I can't even believe it. During COVID, where I have to homeschool my kids, to put distance learning, we're gonna have construction. I'm sorry, but what the hell is that about? It's enough to have to do this COVID. It's enough on my kids to have to be at home 24/7 be isolated from their friends.

Now their house is gonna be rattling and shaking. I mean, all the construction and the dust, I know you guys want to make your money and I get it. I want the city to make money too. I'm a business person, but this is the wrong location. Totally the wrong location. You can't have this huge hotel looking down a residence like this, especially residents where there's so many little kids. There are so many little kids in this area. It's a quiet neighborhood. I know so many people have said that but it is the truth. The total devaluation of my property is huge, huge. What the heck? You guys should be buying my house if you're going to build this thing because it will devalue so much in

This transcript was exported on Nov 26, 2020 - view latest version [here](#).

value. I'm sorry, I'm so nervous and I'm so upset about this. The plants are going to take nine years to cover the windows.

Um, I just, I'm so upset about all of this. And oh, I want to say because I've lived here for over 10 years, three cars have busted through that Roadblock. Busted through the wood and the metal of that r-roadblock, roadblock in front of my house and wood has flown across my yard. So what's going to happen when you increase the traffic? Um, I would love for you guys to see if the trees that are there, they are beautiful. They add charm to the street on Chabela. And they look so nice and they're mature trees, I don't know why you would want to get rid of them. And then, also, I wrote in my letter today, might not, my son when he was nine was hit by a car by Mira Costa student on the corner Prospect and Keith, hit by a car in his stroller. They broke the stroller, missed his hand by an inch with a bumper. My other son was crossing-

Carrie Tai: [01:29:33](#) Your time is up. Thank you. Next speaker, Kim Herrera.

Kim Herrera: [01:29:46](#) My name is Kim Herrera, and I was born and raised in Manhattan Beach. My husband's great grandparents owned a farm in Manhattan Beach next to the water tower in the 1920s. We were blessed to be able to raise our family in my childhood home of 50 years in the Poet Corner. We never thought we'd see the day when we received a flyer from our neighbor that stated, "Save our neighborhood." We love our neighborhood, our hometown, and this is why I will be posing several questions to you in hopes of a response the next couple of weeks with answers. Question number one, why are you using an obsolete traffic study, that is several years old from the Skechers project? You can't. We now have staff that work at Skechers and the medical building, not to mention patients. Then added to that, all of the cars that are parking at the El Torito lot, which is being leased by Skechers. Sure, it alleviated the impact to downtown Manhattan Beach and now it's impacting our neighborhood.

The running joke was that we live next door to Downtown Disney with the trams transporting people back and forth. We are being gobbled up already by the Skechers campus and who even knows how much more when they're building opens up across the street on the Hermosa side. These employees are not using Sepulveda, they cut through from Artesia, to Prospect, to Keats. They speed and run stop signs. My family alone has had five close calls of being T-boned while pulling out of our driveway. This cut through is also being used by FedEx, Goodwill, Cisco, Costco, Office Depot and medical supply trucks.

This transcript was exported on Nov 26, 2020 - view latest version [here](#).

You have a problem and that is why my husband and I requested a traffic study of the area. It was done in late summer of 2019. I had to call to ask for the data from it in October of 2019. I was told I would get it and I am still waiting to hear their findings.

Also, behind the wheel traffic school is using Kuhn drive as their personal parking area for their fleet of cars. Question two, why do we need another hotel? There are already 10 hotels and motels in Manhattan Beach with two others in Hermosa Beach. They're just blocks away from the El Torito property. Question three, why does this need to be four storeys high? And if every fifth 2019 meeting, Mayor Steven Napolitano was troubled that discussions of new height limits of 40 feet were being discussed along Sepulveda, when there were no residents of these areas to join the discussion. We never knew of this, I had to go back and find it in a February 25, 2019, article of the Beach reporter, ah, where residential, ah, When residential owners don't even have the luxury of increasing their own height restrictions. Why does there need to be an outdoor deck with operating hours that go late into the evening? If we can hear noise from LAX and concerts at Pier Plaza in Hermosa Beach from our house, we will definitely hear the noise from this venue.

Shade hotel has had noise problems as well. This hotel is a flashback of the fight years ago between residents, and the residents in, when it was being constructed. I remember, their fear was traffic, noise and safety. Sad that they lost their battle because everything that they feared is coming to fruition. Traffic, noise and a shooting. This is our neighborhood-

- Carrie Tai: [01:32:51](#) [crosstalk 01:32:51] Your time is up. Thank you. Next speaker, Lolly Doyle. (silence) Lolly, are you able to unmute yourself?
- Lolly Doyle: [01:33:20](#) Can you hear me?
- Carrie Tai: [01:33:29](#) Yes.
- Lolly Doyle: [01:33:29](#) I'm so sorry. I'm a resident on Shelley Street and I'm concerned about the impact of the current plans for a store, four storey hotel in our neighborhood. As a 24-year resident of the Poet section of Manhattan Beach, my family has a long history of enjoying the many things that initially drew us to this area of Manhattan Beach. Peacefulness, safety, quiet streets with relatively low traffic and ample parking. Along with so many of the other neighborhoods in Manhattan Beach, our quiet

This transcript was exported on Nov 26, 2020 - view latest version [here](#).

neighborhood has a unique small beach town character that seems to be becoming more and more rare.

It's a community of local residents who enjoy a calm, quiet and peaceful neighborhood that matches the wonderful weather and the relaxed atmosphere of the beautiful nearby beaches. Even though we're considered to be an East Manhattan Beach, we can still hear the waves in the fall corn when the conditions are right and we occasionally get a whiff of the salty sea breeze. The thought, the thought, of a four story hotel going up in our peaceful and quiet neighborhood seems very incongruence. Four storeys-tall tower over my street, casting a shadow and blocking out the sun and the view of the sky to the west that I enjoy so much. The quietness of the day and night will be disrupted by the sounds emanating from the hotel. The peacefulness of the street and neighborhood will be disturbed by the busy traffic and unusual times of the day and night. The neighborhood will not feel as safe, comfortable and predictable as it currently does. It will have increased pedestrian traffic of people who work and stay in the hotel, and who are coming and going at all hours of the day and night.

The sounds and smells that are associated with a beach life that we love so much will be replaced by noise and odors created by the hotel. None of these effects of having a four story Hotel in our neighborhood are things that I relish about living in Manhattan Beach. I do realize that things change, buildings go up and down based on changing needs and trends, but I hope the city will prioritize keeping the quaint beach town atmosphere that makes the Manhattan, that makes Manhattan Beach and the Poet section, such an attractive area to live in. How about a lesser intrusive development just 600 south, Sepulveda. T-That does not work the surrounding neighborhood and does not intrude into the residential area with its noise, traffic, smells and obstructions. How about the creation of some space between the residential area and the site, perhaps closing off Chabela Drive too

PART 3 OF 6 ENDS [01:36:04]

Lolly Doyle:

[01:36:00](#)

... It's between the residential area and the site, perhaps closing off Chabela Drive to traffic or create a new green space where Chabela currently is. Certainly protecting our parking and restricting traffic through our small streets and our small neighborhood is a priority as well. Keeping a small beach town character of the poets section will continue to provide a unique and attractive living experience that is appealing to residents

This transcript was exported on Nov 26, 2020 - view latest version [here](#).

now, as well as to the next generation. I also wanted to just let you know that there's somebody who's waiting to be recognized as a speaker in the list of attendees. Thank you.

Carrie Tai: [01:36:35](#) Thank you, Lolly. Next speaker is Meg Lenahan.

Meg Lenahan: [01:36:46](#) Hi ma- hi, my name is Meg Lenahan and I'm a resident of Manhattan Beach. I am speaking in support of the hotel development. I believe Manhattan Beach is in need of another hotel. I love our beach town, and we need another place where our extended family and friends can stay when they come to visit. I also work for a company that relocates local families who have been displaced because of damage to their home, due to fire, or water leaks, or mold, and the like.

We have significant trouble, finding hotel accommodations for families who want to stay close to home here in Manhattan Beach. As we've already discussed, there are also economic benefits to our city, our schools, and our local businesses in approving this hotel. It is a beautiful design. I like the amendments that have been made to address some of the neighbors' concerns, and I believe it will be a welcome addition to our Manhattan Beach community. Thank you for hearing my comments.

Speaker 6: [01:37:50](#) Thank you, Meg. Next speaker is Robert Clarke.

Robert Clarke: [01:37:54](#) Can you hear me?

Carrie Tai: [01:38:01](#) Yes.

Robert Clarke: [01:38:02](#) Yes. Hi, I'm Robert Clarke and I live at 1141 Tennyson Street. I'm the most effected resident of this development, this crazy outrageous development that you guys propose, and the totally wrong plot of land. This has been a successful restaurant since 1960. I think with ample barking, and there's S- for the whole time, uh, for the reason that none a hotel is because it's too small, didn't have no parking, and it's not meant to be a hotel but up against residential properties like that.

You, you were playing to build a 40 to 45 foot tall structure, 15 feet off the curb, right next to my house, with people smoking, partying, doing sex acts, whatever next to my kids, walking in the street below, and your solution to that is a couple pieces of bamboo. I don't think so. I don't think that we will not let that happen without a huge fight, a huge fight.

This transcript was exported on Nov 26, 2020 - view latest version [here](#).

Even our- fight- even our taxes. You should give him the money to buy my house. There's no way that I'm going to put up with you taking my buyer, my house and give it to you in taxes that don't exist aggregated by the developer with no background of putting together these numbers, but the hotels for sketches. That's the only, but I can think that they would even want to stay at a hotel right there. Up and next the residential neighborhood. It's the worst urban plan I've ever seen.

Basic urban planning is to have proper buffer between residential properties and hotels, have nefarious things going on. Hotels is crying as you know, from the residential end, and you want to build another one. You may not bring that. And I made my neighborhood, my quiet neighborhood. I don't think so. We're gonna fight this. We have people against us.

It's not exempt. You guys should rethink this. You should act on the resident's behalf, not the developer requested on. And we don't like to more than three minutes, which is also ridiculous. You guys are working for us. You're not working for the developers. You don't design the ordinance to make it so they can just do whatever they want, and don't include residents in what their needs are.

And that's what you did here. You re you reverse engineered it for the developer. Who's on the Ad Hoc committee by the way, how convenient. I don't think you guys should do this. By the way, your site line diagram is totally inaccurate. If you're using it for evaluation, my house is not next to, my garage is not next to the next residence. Our house is four feet apart. Use the wrong elevations on the, on the, uh, on the sidelines you should have used per section WA3 with the right elevations. And you didn't use the, uh, they liked playing analysis. I'm not waiting nine years for someone not to see my kids in the backyard. And Buddha is not a tree, it's a plant. Thank you.

Speaker 6: [01:41:00](#) Thank you, Mr. Clarke. Next speaker is Steve Rogers.

Steve Rogers: [01:41:10](#) Hello.

Speaker 6: [01:41:13](#) Hi, go ahead, Mr. Roger.

Steve Rogers: [01:41:15](#) Okay. Uh, my name is Steve Rogers. I'm a professional acoustical consultant with more than 30 years experience in environmental noise, and building acoustics. My firm has been retained by Donald McPherson to evaluate a noise technical

This transcript was exported on Nov 26, 2020 - view latest version [here](#).

memorandum for the hotel, which was prepared by Michael Baker International.

In evaluating NBIS analysis I looked for evidence that the project would comply with the noise regulations in the Manhattan Beach Municipal code, as well as condition 16 of the Planning Commission's draft resolution. Condition 16 requires in part that, and I'm quoting, "Noise shall not be audible, beyond the premises."

My findings are detailed in a report, which has already submitted to the city. But what I'd like to do now is quickly highlight the key concerns I have with the accuracy and completeness of MBI's work, starting with crowd noise in the outdoor gathering spaces, including the rooftop terrace, and first floor patio.

I'm also going to include in this category the rooftop bar, which is semi outdoor, because the walls can be retracted to open the space up to the outside. The MBI analysis of crowd noise is based on a single talker, which is unrealistic because the rooftop bar and terrorists are sized for around 200 people, was room for dozens, more on the first floor patio. Clearly the cumulative effect of so many simultaneous outdoor talkers would result in significantly higher levels of noise at the surrounding homes, than the single talker scenario that MBI has studied.

Another anomaly in MBI's calculation is the level of speech effort for each talker, which is too low in my experience of lively outdoor buyers. And then there's the question of alcohol consumption, which researchers have shown to increase crowd noise by three to 60 DBA. When we put all of these factors together, I believe that the actual levels of crowd noise received at the neighboring homes would be at least 30 DBA higher than MBI has predicted.

Next, I wanna talk about amplified music. This would include built-in loudspeakers for everyday music playback, as well as live performances, which the draft resolution would allow on the rooftop terrorist until 9:00 PM daily. MBI study doesn't address amplify music at all. Whereas in reality, this will likely be one of the most significant sources of noise, nuisance and municipal code violations.

Finally, I want to speak about HPAC equipment. There are uh, 25 pieces of equipment shown on the, on the drawings for the

This transcript was exported on Nov 26, 2020 - view latest version [here](#).

roof of the hotel, but MBI's analysis only assumes one piece of equipment operating at a time. Obviously there's a disconnect there. So, in summary, uh, I find that MBI is noise, technical memorandum, significantly understates the noise impact of the proposed hotel project, and is not sufficient to demonstrate less than significant noise impact, according to sequel guidelines.

Carrie Tai: [01:44:15](#) Thank you, Steve. Next speaker is Robin Sharon.

Robin Sharon: [01:44:28](#) Yes, hi. Uh, can you hear me?

Carrie Tai: [01:44:31](#) Yes.

Robin Sharon: [01:44:32](#) My name is Robin Sharon. I live at the corner of Keats and Altura. I'm just a regular person. I don't have expertise in the co-costs, or traffic or anything. I just know this project is bad, bad. If you're coming South, I'm supposed with it, there is no way that you can take a left turn into Tennyson without getting hit, run over. There's already two feet fatalities. So what are you gonna do? You're gonna go up to Artesia, make a left there and then go through our neighborhood. Again, traffic impact in the neighborhood.

Uh, you know, already we have problems from the Sketcher Project across Sepulveda. One of the people in our group found a bottle of urine because there weren't enough toilets over there. They've cut off 30th street. So you can't make a turn there. Uh, so add this to the mix, it's worse.

Okay. Once you arrived, there's not enough parking. Let's go for that. The project is just too big for the space, 162 rooms. And that space just take a good look at it. Okay. But my main objection to all of this, because I'm in a, used to be an entertainer. I own an entertainment company, is the bar. The outdoor bar.

My husband and I have traveled all over the world. There is no bar in any hotel that won't let you have uh, a guests. Can, you know, gentlemen already read this. Uh, it's not going to be restricted to the hotel guests. Guests can come in there. We're also, uh, within a six block radius, it would be the only bar around. And guess what? There's a high school, two blocks away, I guess what they can do, get fake IDs. And guess what happens after that? There could be sex trafficking. I know this sounds extreme, but you know, it all goes, look, what's going on at the residence in it. It's the same thing.



**EXHIBIT 1. TRANSCRIPT, PLANNING COMMISSION HEARING, 600 PCH, 18 NOVEMBER 2020**

This transcript was exported on Nov 26, 2020 - view latest version [here](#).

So, this is not a good scenario, and I have nothing against development, but this project is in the wrong place at the wrong time. And, and it's like, there's two worlds. There's us. The people who live nearby it. And the developer who lives probably four miles away, I live in Manhattan Beach or the other end of town, and the one who comes to put residents in there.

So, there's do- you know, they don't live here. We live here. That's the bottom line. Thank you very much. Goodbye.

Carrtie Tai: [01:46:47](#) Thank you, Robin. Mark Barris.

Mark Barris: [01:46:51](#) Yes, husband of Robin Sharon. Not only is this proposed hotel, a mere four blocks from the high school it's on the center limits, borderline separating Manhattan Beach from Mimoso. Those who would choose to operate a business that a law enforcement calls BICE, know that operating on city limits gives the benders, uh, servers, if you will. And clients that convenience is strolling over to the neighboring law enforcement jurisdiction, if some sort of inspection or rate is eminent.

This hotel proposal that's bar and its specific location does not board well, for the safety of our young people. I'm one of those who believe children, including adolescents, should continue to be treated as a protected class.

Robin Sharon: [01:47:42](#) Done. (laughs)

Carrie Tai 6: [01:47:42](#) So are you done?

Mark Barris: [01:47:42](#) Yes.

Robin Sharon: [01:47:48](#) Yes.

Carrie Tai: [01:47:49](#) Okay. Thank you, perfect. Next speaker is Suzanne Best.

Suzzane Best: [01:47:59](#) Hi, can you all hear me okay?

Carrie Tai: [01:48:01](#) Yes.

Suzzane Best: [01:48:02](#) Okay, great. Thank you. Um, commissioners, um, Morton Thompson and, and GOCO. Thank you for hanging in there. When two of, (laughs) your fellow commissioners, had to exit for various reasons. I appreciate you're hearing all of us. Anyway, and I would ask you actually to please pay attention to my letter that I submitted. I'm hoping that you've got it all. And

This transcript was exported on Nov 26, 2020 - view latest version [here](#).

then after you read my letter, please read that of Dmala, she lives behind the Radisson Hotel. Presently. Thank you, I'm still talking.

Um, at the sound, um, from Sketcher Project construction, it's over. Oh, look, there it is now, you hearing that okay. Yeah, the sound from Sketchers is over the approved decibels set up by the noise limit in Manhattan Beach. So I wish someone would actually look into that because that's actually 430 feet away from me, and it really shouldn't be affecting me, but it is.

Okay, um, all the test results, all of the parking machinations, all of the traffic, dereg- you know, everything about this project, all the tests, all the data has been collect- collected during COVID. Um, I hate to break it to you, but that's not valid. Okay. 25 staff for 162 rooms. Hmm, well, no wonder they're gonna make so much money. They're not gonna pay anybody to work there. That's a 0.1, five ratio of staff to room, that is unheard of in the hotel industry.

And is he expecting that low occupancy? If so, then he might as well block a couple of stories off the hotel. Okay. The general plan, it's a joke. This general plan is in strict contrast with what this hotel is and what it represents. Um, Gee the, the direct, the developer says it fulfills the... What did he say? Fulfills the mission to the City Council.

Well, how about the residents? What about them? What about us? Um, yeah, you know, the, the, the whole bamboo. Bamboo, yeah it's a plant barely. It's a rhizome. And bamboo everybody's seen it. It's, you know, not attractive if I can insert my own opinion there and it doesn't provide screenings. So, and I'm not sure what's gonna, what's gonna, you know, grow there since it's going to lose half days of sun.

Anyway, um, yeah, I've done that, I've done the light studies we call them in my profession, not the shadow studies. We call them light studies to see the available light. And, um, I urge, urge you commissioners to read my, my letter. Okay. The only other thing that I really wanted to touch on is that I think that this whole thing is actually pretty reprehensible, and I'm really surprised that it got through.

Um, I guess that when somebody can turn a million dollars, which was from the last meeting and to 1.3, that's great. And there's one other thing I wanna say, we're in violation of the D7, um, the D7 overlay, which promises privacy and, and increased

This transcript was exported on Nov 26, 2020 - view latest version [here](#).

dest- dense- density, avoidance of crowding to the Longfellow area, which is on the Northern edge of the poet section. Look up D7, it's, uh, it's to preserve the character of the neighborhood, including views privacy prevention [crosstalk 01:51:08] wanted-

Carrie Tai: [01:51:08](#) Thanks.

Suzzane Best: [01:51:09](#) That's it.

Carrie Tai: [01:51:10](#) Thank you-

Suzzane Best: [01:51:10](#) Thank you all.

Carrie Tai: [01:51:14](#) Next speaker, Tim Kitter.

Tim Kitter: [01:51:23](#) Can you hear me okay?

Carrie Tai: [01:51:25](#) Yes.

Tim Kitter: [01:51:26](#) Okay. Um, thank you for the opportunity to speak. Um, my family and I are residents at 504 Fifth Street in Manhattan Beach. And, um, I'd like to share a couple of comments in support of the project, given our location in the Southern end of Manhattan Beach. We regularly patronize the merchants who do business in this part of the city, the bank, the food and beverage providers, the other retail services, um, the FedEx, and especially the dry cleaner.

And, uh, we used to patronize the pizza establishment nearby before it closed. I think this part of the city is deserving of rejuvenation. I think the merchants who do business here are citizen business people of our city, they're stakeholders in this project, um, to the north and the south of us. They've seen retail and restaurant and hospitality business development take place. And I think they are deserving of an element of increased activity, because what will this part of the city look like in our current environment? I mean, food delivery services? In e-commerce? And many of us working remotely are going to be a challenge for these kinds of merchants. And they carry a lot of business risk. Um, we don't, we all enjoy a very high quality of life in this city.

Um, my last point would be to own and manage a business in this city, I think is very challenging. I think to launch a business in this city, in this current economic condition is extremely challenging. I think Mr. Holtz deserves on many levels, um,

This transcript was exported on Nov 26, 2020 - view latest version [here](#).

some praise and, uh, app- approbation for taking this step for the record. I'm a lifelong Democrat. Uh, for those who might've wanted to sort of, um, characterize my views.

I think that, um, for those who patronize this part of the city and give our support to these merchants, I see this project as a large way of supporting them. They carry a lot of risk, in this part of the city, um, needs our help. And I think this project, um, will do much to help the overall city, but I think it will do a large part to help a part of the city that's been somewhat neglected. And thank you for letting me speak tonight.

Carrie Tai: [01:53:51](#) Thank you, Tim. Next speaker, Victoria Lexico.

Victoria L.: [01:54:03](#) Hi there. Can you hear me?

Speaker 6: [01:54:04](#) Yes.

Victoria L.: [01:54:06](#) Okay. So thank you very much for your time today. No one comes to a beach town to see many story buildings taking out line of sight. They come for that hometown feel, especially with what Manhattan Beach offers not to be looking into stranger's backyard. You are looking to modernize, um, build it bigger was really certainly lower hanging fruit. How about being green and forward-thinking?

The applicant has not even addressed environmental impact due to property size. We do not need another hotel or retail space on [inaudible 01:54:38] is you can look around and see, we have plenty of retail storefronts. We are in the middle of a pandemic, which we do not know how we will be living from year-to-year. And now you would like to put up- put out of towners across the street from our homes, with an airborne virus, not to mention what the East Manhattan Beach residents are already experiencing behind the Marriott residence, in which I am sure commissioner Ty can speak to. Knowing that the police have taken over 107 calls in the past six months. They even have a fence to try to protect them from the crime drug use and smells that continue to play that area all coming from that hotel. Is this how we would like to upgrade and modernize our community? Why is this hotel special? We feel unsafe, we feel bullied. Why not move this project to the site that's owned by the City of Parkview and Village? Did they not want it either?

When you say it out loud, we had one restaurant in a parking lot, and some applicant would like to turn it into 81,000 square feet, 162 room hotel, plus 20,000 square feet of retail space.

This transcript was exported on Nov 26, 2020 - view latest version [here](#).

Plus 152 now parking spots, to which the applicant's largest concern, was that there was not enough natural light in the underground parking garage. He is not even addressed or talked about the protection of these residents just sounds ridiculous.

On top of that, the surveys that were done during COVID showed no impact when the council members themselves express concern over getting into this facility. We would like our restaurant back that we walked to every Friday night, had special dinners at and waiters who knew our children since they were in high chairs.

It is so hard to affect change in the 30 days that we were given to review this project and rally the people who knew nothing about these plans in the middle of the pandemic, in a nasty political election for president, when the applicant has had three years. This plan needs to go away or be reduced to a hotel that is closer to [inaudible 01:56:24] pushed away from the residents. The retail space removed and the hotel at the proper height with no retail deck, with no rooftop deck to bother the neighbors, and the applicant is not thought about us during this entire process.

What happens when the round table location across the street from this plan is changed into a multi-story project? What do we do then? Build another story, so the applicant makes his money? If you are thinking you far enough away from it not to affect you, it will be your street next, especially Mr. Tim, who just got off, they were looking at changing that water tower.

This East Manhattan community is a small cozy community. We pay the same taxes as those on the West side of Sepulveda. We have a lot of older residents who drive through. We're still happy living, living in their 1953 homes, which we saw with the math building at the high- at the high school, which major-

Carrie Tai:	<a href="#">01:57:10</a>	Your time is up. Thank you.
Victoria L.:	<a href="#">01:57:12</a>	... structural differences...
Carrie Tai:	<a href="#">01:57:17</a>	Next speaker, Julie Lansing?
Julie Sanchez:	<a href="#">01:57:26</a>	Can you [inaudible 01:57:28]?
Carrie Tai:	<a href="#">01:57:28</a>	Yes.

This transcript was exported on Nov 26, 2020 - view latest version [here](#).

Julie Sanchez: [01:57:29](#) Uh, it's actually Julie Sanchez. I live on the corner of Chabela, Shelley street, along with my 85 year old mother. We have lived here for 44 years. We are lifelong active community members, parishioners of American Martyrs, board members of PTA, 20 years of leadership in the boy Scouts. And I personally a graduate of Manhattan Beach leader- Leadership class of 92, among others.

As you can imagine, or maybe you can't because you continue to state, there are no impacts. This project has caused our family much grief and stress, especially to my 85 year old mother. I feel it's extremely unfair, to undertake this project during COVID. The timing couldn't be any worse because of my mom, my mom's age, and being high risk, she has not been able to participate in any neighborhood meetings.

And with city hall closed, she feels helpless not being able to physically attend a meeting to fight for her home. Simply put you're planning to build the tallest building in the city, across the street from my front door. You have the audacity, to proclaim this project will have no impact on us. How dare you?

Short, we will be impacted in the following ways. The loss of our ocean view, from the second floor. And there are two homes on Chabela that have second floor, second story floors. And loss of our sunset view and ocean breeze. Yes, this is what happens when you build a four story building across the street from homes. Demolition, and construction noise. We already constantly suffering from the endless Sketcher construction, and now you're going to add more hotel construction.

Increased traffic on Chabela and Shelley from patrons delivery, trucks and employees, as they circle around our neighborhood, trying to get into the hotel. Crime, we've read about what is happening at the residents in, and it frightens us. The city doesn't have a handle on that. And now you're approving another hotel? Of course, lots of parking. I'm sure there'll be many patrons who do not want to pay the parking fees and look to park on our residential streets.

Loss of privacy, lastly, and most importantly, there is the issue of loss of property value. My parents worked extremely hard to afford this home. It is their biggest asset. Didn't the city learn anything from the Bruce Beach debacle. You took away their property at nights, and now you're basically doing the same thing to us. How will you compensate us? What concessions will

**EXHIBIT 1. TRANSCRIPT, PLANNING COMMISSION HEARING, 600 PCH, 18 NOVEMBER 2020**

This transcript was exported on Nov 26, 2020 - view latest version [here](#).

be made to compensate for our losses? We are demanding of full environmental impact report. Thank you.

Carrie Tai: [02:00:26](#) Thank you, Julie. Next speaker is Nancy Best.

(silence)

Nancy, are you able to unmute yourself? Okay, moving on, um, participant with last three digits, uh, 944 phone number?

Doug Carstens: [02:01:21](#) Hello, this is Doug Carson. I've already spoken. Thank you.

Carrie Tai: [02:01:29](#) Oh, you have? Thank you. Okay. Participant with the last three digits 215?

Robert Goepp: [02:01:45](#) Hello.

SCarrie Taipeiaker 6: [02:01:45](#) Hi, can you speak on this item.

Robert Goepp: [02:01:48](#) Yes. Uh, my name is Robert Goepp.

Carrie Tai: [02:01:51](#) Please spell your last-

Robert Goepp: [02:01:51](#) I'm a business own-G-O-E-P-P.

Carrie Tai: [02:01:57](#) Thank you. Go ahead, sir.

Robert Goepp: [02:02:00](#) I'm a business owner in Manhattan Beach. Uh, specifically I own a hotel business in Manhattan Beach. Therefore I think I can speak as an expert as to the parking issue.

Robert Goepp  
California Beach Hotel LLC  
4017 Highland Ave  
Manhattan Beach, CA 90266  
(310) 545-9020

There's no way that this parking is gonna be adequate for this hotel. Uh, there are times that the parking will be empty without even considering the, uh, the bar and retail facility to it. There are times, uh, wha- ypur- your- we just go by your own numbers. Um, the numbers you present in terms of revenue provided to the city, uh, indicates that you will have a total annually of \$10,833,383.

Um, that would indicate with your 162 room hotel, uh, with industry standard of 92% occupancy. So you're charging about \$200 a night for your rooms. Um, 92% occupancy does not match up with what your parking study, uh, presented by your experts is assuming. You're assuming much lower. Uh, the math doesn't, does not add up for these two things. Uh, so your parking income is completely incorrect and, um, your project

This transcript was exported on Nov 26, 2020 - view latest version [here](#).

should be stopped, uh, and, and should have a legal challenge just on that basis.

Uh, it's clear how the, uh, the, uh, residents will be impacted. I personally live on Prospect Avenue at a point where also becomes a cut-through and there's no doubt about how this will be a cut-through. I use those businesses, uh, directly around the site, myself and, and, and it- it's necessary at times because you can't, you can't, I can't get myself back to Prospect, uh, by going back to Artesia or Sepulveda.

So, um, uh, the, the residents are absolutely correct, uh, that, that the traffic study is invalid, that you've used. And the parking is, is, is, is absolutely incorrect. Um, the, um, I believe that the people in the Planning Department should be subject to, um, uh, democracy and, and in order to be retained in their jobs. Uh, I think that the prop- the residents should introduce for proposal that in order, uh, after an initial period of a year or two, to bring pain on the, uh, Planning Department, that you should be subject to the retention of the residents that hired by the city.

It's clear that you people are, are, are, are writing your proposals, uh, as a pro development thing. Uh, for the developer and not considering the residents, uh, who pay your salaries, uh, and the needs of the residents. Uh, I also, um-

Carrie Tai: [02:05:03](#) Sir, your time is up.

Robert Goepp: [02:05:04](#) ... Uh.

Carie Tai: [02:05:13](#) Speaker with the last uh, three digits, 344? Hello uh, can [inaudible 02:05:23] the item?

Nancy Best: [02:05:13](#) Hello?

Carrie Tai: [02:05:24](#) Yes, hi.

Nancy Beth: [02:05:28](#) Yes, I'm here. I was disconnected but I'm back.

Carrie Tai: [02:05:32](#) Oh, okay. What is your name ma'am?

Nancy Best: [02:05:35](#) My name is Nancy Best.

Carrie Tai: [02:05:37](#) Nancy Best. Okay, um, you can go ahead and speak.



This transcript was exported on Nov 26, 2020 - view latest version [here](#).

Nancy Best: [02:05:41](#) Oh, oh, I thought I was just signing back in. Oh, all right fine. Thank you very much. I have many concerns about the scope and deleterious effects this project will have on our neighborhood. There are other speakers that will relay, or have already to the commissioners, why this project is not right for this location.

Communities do not thrive with people who have been the bedrock for many years are just missed for financial gain. And thinking about the many impactful consequences, of this proposed project, I became concerned about the health of the residents. Who will suffer from the noise and air pollution, that will be heaped upon us.

I [inaudible 02:06:23] stood adjacent to the Sketchers Project that if you were to do the same, you would realize that the soundproofing installation does little to dampen, the unending barrage of heavy equipment, relentless vibration from equipment, and particle Laden air that would necessitate wearing a mask if Cohen had not already required it.

How can a city that adopted a city tree preservation ordinance, approve a project where all trees will be destroyed. These trees provide a shield from the commercial properties, and provide clean air for us to breathe, that they contribute to the general wellbeing of the area is a bonus. A more appropriate use of the site should allow the trees to say.

This town has a neighborhood called the tree section. We should protect all trees in the city. The neighborhoods will be left with giant wall with windows, peering out. The Crimson and Wave hotels do not have windows facing east. The wall of opening windows creates a host of issues, that would significantly be reduced by more site appropriate project. The more troublesome issue is the unprecedented radiation, that we will be exposed to 24/7. As wireless technology continues to grow, the EMF signals are evolving and increasing in volume. The surge of 5G will lead to an exponential increase in human exposure to EMF radiation at frequencies that have never been seen. The World Health Organization has designated this type of EMF as a class 2B carcinogen. Other research has determined that EMF...

PART 4 OF 6 ENDS [02:08:04]

Nancy Best: [02:08:00](#) ... 2B carcinogen. Other research has determined that EMF is genotoxic, which means it can destroy DNA. 5G will utilize a new

This transcript was exported on Nov 26, 2020 - view latest version [here](#).

spectrum of millimeter waves that are much shorter because this, because of this, they transmit more energy. These waves can be absorbed by the body through the skins. So even short-term exposure can harm the peripheral nervous system. Contemplating all the millimeters waves that will emanate from a wall of windows onto The Poet section is untenable. Mitigation is necessary. I can't, I can control my own exposure in my own home. I cannot control 162 plus rooms worth of exposure. I'm near 30 feet away. This project is too much. When I see how few three storey buildings there are on Sepulveda, I cannot fathom how anyone thought four stories [crosstalk 02:08:55]. Thank you.

Moderator: [02:09:04](#) Next speaker is Rick McQuillin. Rick, are you there?

Rick McQuillin: [02:09:16](#) I'm, I'm Rick, can you hear me?

Moderator: [02:09:18](#) Yes.

Rick McQuillin: [02:09:19](#) I'm Rick McQuillin. I live in The Poets at 1281 Tennyson Street. So I'm down on the other end of Tennyson. And my main concerns are parking, and traffic, but also safety. And today I wanna ask about safety. How is the city gonna assure that a hotel operates safely? Just look at the Skechers headquarters with much simpler logistics. Over six years, I watched that headquarters being built and I wondered how that massive facility could possibly work within our small residential area. It's gonna receive products and services all day, and there's no access. About four years into the project, I saw a large loading passage being carved into the back of the building. I thought, "Well, that's one loading dock and it's really jammed in, but with proper planning and coordination it might work. After all we're in the 21st century, we're all connected, Skechers can innovate, so you must have some state-of-the-art logistics management system that's gonna coordinate all the trucks arriving, entering, delivering, exiting like an airport, 'cause they're gonna need that."

Now we see the reality and I provided some pre-pandemic pictures in the email that I sent. The Skechers loading dock is always permanently blocked with pallets, crates, and junk. Go over there and check it out right now. I think it's intentionally blocked. Meanwhile, trucks parked at every curb on Longfellow and Kuhn, they back into the loading dock and jet out into traffic. I've seen four trucks occupy all four red-painted curbs on Longfellow and park in the right turn lane in clear violation of common sense and posted signs. The drivers just turn their

This transcript was exported on Nov 26, 2020 - view latest version [here](#).

flashers on and leave their trucks. They really don't have any alternative. They clog the streets and they endanger access to PCH. I'm told, "Call the police." But why is that the remedy? What kind of city are we? And by the way, what about the Skechers employees? How's the fire department gonna wrangle 10 ton delivery trucks to access this packed building in an emergency, with the drivers themselves in the building?

Do you wanna a repeat of the Ghost Ship warehouse fire live from Manhattan Beach? Why is Skechers allowed to not use their loading dock for its intended and vital purpose? Now, how can we believe that this is jammed- in hotel, retail, and office will operate in the ideal scenario as being imagined today? Apparently it won't. At the bottom of a hill on a six-lane highway, dangerous compromises are foreseeable today worse than at Skechers. We need a realistic, sustainable operating and safety plan that's keenly followed by the hotel, and proactively enforced by the city, not by constant phone calls from aggrieved neighbors or prompted by deaths at the bottom of that hill. We need an owner who cares about The Poets and wants to be a member of our community while passionately protecting our peaceful enjoyment. Otherwise, we'll have a dangerous mess in The Poets and we can't say we didn't see it coming. Thank you.

- Carrie Tai: [02:12:10](#) Thank you. Chair Morton, that ends my list of public speakers.
- Gerry Morton: [02:12:16](#) Thank you very much. And thank you, uh, to all of the contributors today. All of the public that have, uh, shared their thoughts, uh, we very much, um, appreciate each and everyone of you. Um, I'd like to, uh, open up to the commissioners. So you guys have any further questions before we get into deliberations of, um, the applicant or staff or, or anybody else before we move into our discussion?
- Richard Thompson...: [02:12:45](#) I don't have any questions.
- Gerry Morton: [02:12:47](#) Commissioner Ungoco.
- Joseph Ungoco: [02:12:51](#) Um, I was just wondering if the applicant wanted an opportunity to just sort out some of the things that, um, Mr. McPherson and Mr. Rogers had said regarding, um, the premises of the, uh, the premises that were applied in, in evaluating the p- the project. I think I was not thinking specifically of the eating and drinking use, not being part of the calculations and also the HPAC, uh, equipment regarding the sound and calculations.

**EXHIBIT 1. TRANSCRIPT, PLANNING COMMISSION HEARING, 600 PCH, 18 NOVEMBER 2020**

This transcript was exported on Nov 26, 2020 - view latest version [here](#).

Jan Holtze: [02:13:27](#) Um, I think I would like to defer to the people that prepared the acoustic analysis to address that.

Gerry Morton: [02:13:35](#) Perfect.

Jan Holtze: [02:13:36](#) I took, uh, freshman physics, but that's as much as I know about sound transmission.

Carrie Tai: [02:13:43](#) Um, and Jan, this is Carrie, if you would let us know which members of the team, um, or I can, or maybe Ted can, that way Noon can unmute them. Thank you.

Jan Holtze: [02:13:53](#) Um, so I believe, tha- thanks Carrie, um, I believe, uh, Pei Ming from MBI, uh, who helped prepare, uh, the noise study can talk about that.

Carrie Tai: [02:14:10](#) Okay. Um, Pei Ming, I believe you can unmute yourself.

Pei Ming: [02:14:23](#) Sorry. I was having issues, uh, unmuting myself. Um, hold on one second. Let me pull up.

John Bellis: [02:14:51](#) Hi, Chair and Commission. This is John Bellis, associate with Michael Baker. Um, I can start and then Pei can fill in. Um, can everyone hear me okay?

Ted Faturros: [02:15:00](#) Yes.

John Bellis: [02:15:01](#) Thank you. So, yeah, um, there were, I think there were two points specifically asked about one was the HPAC units, which would be on the roof of the building. And, um, our analysis did evaluate the noise impacts from HPAC units. Um, the comment was that there would be upwards of 25 HPAC units on the roof operating at the same time and that they would somehow create, uh, um, kind of a cumulative effect that would create a louder noise level at the adjacent properties. Um, that assumption, first of all, there's two, there's two points there. One is the way we understand that there's about 11 HPAC units. Um, and they'd be spread out across the roof, not all concentrated on the edge of the building, um, generating noise on top of one another.

Um, the, the other point there is that there are parapet walls that screen HPAC noise, and we really don't see HPAC noise being an issue in communities these days with parapet walls and with the fans, that the way that they are, um, as well as the difference in elevation. So, um, we feel like, we feel that our analysis was perfectly adequate and adequately analyzed the

This transcript was exported on Nov 26, 2020 - view latest version [here](#).

potential noise impacts on the adjacent properties from HPAC units. Um, I think the second comment was about noise from, from the outdoor uses, particularly the outdoor, uh, uh, patio on the third and fourth level and how that would affect the, uh, the community, um, to the east.

And the, the conservative thing that we added into our study is we didn't, we didn't calculate in the, uh, noise attenuation that would happen from the building itself that would be blocking the patio, the outdoor patio from the residential community. So when you add that in, you actually, um, the noise levels that we anticipated from, from people speaking outside would be reduced down to about eight decibels, um, which is about, which is very, very quiet. So, um, we feel with a conservative level of assumptions that we put into our study that, um, the noise levels that we demonstrated or that we calculate would be, um, actually probably louder than what would be experienced by the neighbors. Does that answer your question?

Joseph Ungoco: [02:17:30](#)

It does. Thank you.

John Bellis: [02:17:32](#)

Sure.

Gerry Morton: [02:17:34](#)

And Commissioner Ungoco also had a question, uh, with regard to the restaurant use? Uh-

Joseph Ungoco: [02:17:40](#)

I guess, with starting the parking study and whether or not it incorporated, um, the restaurant use?

Ted Faturós: [02:17:47](#)

So, this is Ted, um, from, uh, Associate Planner and if I get an interject. Um, so there is not a restaurant use on this side or part of this project, um, because restaurants are open to the public, any one of us can walk in ordering a meal and eat. Um, that is why there's conditions in other, one of the conditions of approval is that they, all the alcohol is for patri- hotel patrons only, not for anyone else. So the reason why it's not included in the parking analysis is because there is not a restaurant that's open to the public, whe- the food and beverage options that are there, or for the hotel guests only and therefore it's not creating more trips.

If down the road, the applicant wants to put a restaurant on that fourth floor or on the ground floor, that's open to the public, he would have to get a master use permit amendment, assuming the planning commission approves the project. And also as part of that approval, he'd have to redo the parking study to show that the onsite parking could support a

**EXHIBIT 1. TRANSCRIPT, PLANNING COMMISSION HEARING, 600 PCH, 18 NOVEMBER 2020**

This transcript was exported on Nov 26, 2020 - view latest version [here](#).

restaurant use. So, um, that's just one aspect of, um, you know, how, why, why the restaurant, why a restaurant use was not using the parking calc because there is no restaurant onsite.

Joseph Ungoco: [02:19:20](#) Excellent, Ted. Thank you for clarifying that. That, that concludes my questions.

Gerry Morton: [02:19:25](#) Great. Um, well, let's, uh, go ahead and close the public hearing. An d, uh, Commissioner Thompson, why don't you kick us off?

Richard Thompson...: [02:19:35](#) Uh, I'd love to. Um, first of all, I wanna thank the residents and I wanna share all the residents, um, that I've read all the correspondence, I listened to the testimony of the public hearing, it's really important, and I really appreciate your participation in this, uh, very important project. Um, and I wanna assure you that it's, it's not a revenue issue, the Planning Commission, we make decisions based on codes and consistency with the city's general plan. Um, I do agree with the residents that we can do better on this project. And I have a few suggestions that I'd like to mention. The first is, I, I think the building is just too massive, particularly facing east, um, facing the residents along Chick-fil-A. So I agree with the residents there. And I think the fix there, um, the solution is to remove all the fourth floor rooms that face east, which is essentially 13 rooms.

That's the fourth floor, 13 rooms, or it's about 8% of the number of rooms that they're proposing. And I think by removing those rooms that face the residents, it will help with privacy and many of their concerns. Um, and I would suggest to provide screening on all the rooms that faced east, maybe not the first floor, but certainly the second and third floors. And I think, um, probably a better type of screening that was proposed, I think there's different options that they could use to do a better job at screening. Um, the visual impact to, uh, the Jason Residents. I think the landscape planner along Chabela on the east side, it's only three feet wide, and within that area, it's just not wide enough to plant, um, you know, trees or mature trees. And I think the project should include the planting of mature trees along there. Um, I think we have to add a condition requiring all employees, guests, and visitors to park onsite at all times.

I think we should add a condition prohibiting car rental companies from maintaining or storing cars onsite. Um, and, you know, I mentioned that entry way into the garage on the north side, I think that should be removed unless there's

This transcript was exported on Nov 26, 2020 - view latest version [here](#).

particular reason, uh, security reasons or, um, safety reasons that it's there. Um, I'm surprised that, uh, that access way would lead to a private property. Typically, um, for a safety purpose, you'd, you'd, you'd provide access on your property to a public, uh, sidewalk or something like that. So I think, um, removing that access way into the subterranean garage would, um, prevent anyone from utilizing it from adjacent, using the parking from adjacent uses. So, those are my main comments and we could talk more about it. I'm interested in what the other commission- commissioners think about those comments, and, uh, we can talk about them one by one or however you wanna handle it, uh, Chairman. But thank you.

Gerry Morton: [02:23:25](#) Thank you, Commissioner Thompson. Uh, Commissioner Ungoco, why don't you maybe share your thoughts?

Joseph Ungoco: [02:23:30](#) Yeah, well, on the one hand, I'm really appreciative that the, uh, that the applicant was very responsive to our specific requests from our last meeting. Um, actually had to go back because I was curious about why we were just addressing the fourth floor on the east elevation. Apparently according to the staff report, that was specifically what we requested. Uh, but now there are of course rooms on the fourth floor that faced north, but we'll also have a view over. So, you know, I'm wondering if there are, you know, if there isn't something about the, the, about the fourth floor that we need to address in, on all sides on, well, not all sides, but on the north and the east. Um, I'm very, actu- to be honest, I'm, I'm very disappointed in, in the screening sort of landscaping plan. Uh, I thought that something more innovative would come through perhaps from a technology perspective, um, this kind of slotting, um, so sort of alter the view, it changes the angle.

Uh, so I, I just thought that there were, there might be better options actually, that would somehow improve the enjoyment of the guests, like to give them a view without giving them the view of the residents. Um, and so I'm a little, I'm a li- a little disappointed in that, in that initial, uh, proposal of theirs, uh, regarding the screening for the fourth floor. Um, I agree, I think from the very beginning we need, um, privacy, uh, for both ways for, you know, as a, as, as a guest of the hotel, you would want some privacy from the residents as well. Um, so I think, I think that the applicant really needs to come back with a better solution for that. I'm not entirely opposed to the, uh, to the bamboo screening. I, I, I I've seen it used quite effectively, uh, both here and abroad and, but this time lag of growing into it, is something that needs to be addressed.

This transcript was exported on Nov 26, 2020 - view latest version [here](#).

And I think we need, uh, we need coverage, you know, nearly, immediately from the opening of the hotel. Um, it's not... So that, that's my concern about the landscaping. Um, I'm intrigued by the idea, uh, that Commissioner Thompson suggested of, you know, removing the rooms. I don't know how the, I don't know how they would come back t- to us with that, but that would be interesting. Um, other than that, I think staff has done a good job of, you know, certainly presenting the information as it's changed, um, and sort of looking a little forward in terms of specific things like the illumination from the sign. Um, and I think that this, the complete sign plan will be something that will have to be dealt with later. Although I have complete faith in our sign program as it exists in the city, so staff will be able to evaluate that. Um, I think that covers my concerns for the moment.

Gerry Morton:

[02:26:26](#)

Thank you, Commissioner Ungoco. Um, I'd like to reiterate, uh, Commissioner Thompson's comments, uh, that we, um, very much appreciate the feedback from the residents and the challenges with this. And also, um, further state that, again, our job as, as volunteer commissioners is to ensure the project meets the guidelines, right? And that it meets the code and that it's, uh, in, in line with the general plan and with the, the direction we've been given. Right? Um, so, uh, at least in, in my view, I don't think we have the, the, the latitude of, of design or a, a lot of the different details. Um, I think we, we need to kinda stick to the findings and the, um, the code itself. And, and we did do a, a multi-year study project on, uh, the 40 foot height limit for hotels. And, and, um, I think that finding is something that guides us and it, and it guides us in looking at this project.

And, um, a lot of the, uh, resistance has been to that, that code, which I think can be looked at on its own, but as of now, that is in the code and it is, um, something that guides us. So, uh, I'm not gonna, you know, weigh in on whether or not that's good or bad because it is the code, and this project does, does meet that. Um, I, I do support the project, um, on, on a high level. I, I, I think Mr. Thompson's, uh, points are well-taken. I think, um, removing the nine rooms is excessive. I think it would change the, the financial dynamics of the project. Uh, the reason for the 40 foot limit in the study session in the group was that it was uneconomical to build a 30 foot hotel, uh, given the financial dynamics and that, uh, we would never see a hotel built with that 30 foot restriction, and in fact, we did not, uh, see additional hotels being built.



This transcript was exported on Nov 26, 2020 - view latest version [here](#).

So we created this, uh, in order to, to make it economical, to build a project of this nature. Uh, and again, during that study session to this property at the Altria location repeatedly came up as a target opportunity site, uh, for, uh, this 40 foot hotel. So, uh, it's not surprising that this is the first project that we've seen that utilizes, um, these guidelines. Um, I think the screening, um, concerns are, are, are well-founded and, and valid. It was something that was brought up repeatedly by the, the residents. I do feel like they've made a, a good faith effort to balance, uh, light into the room with the screening. Um, you know, my understanding, uh, reinforced by the, the sight lines, um, is that the, the fourth floor is really what was needed to, um, ensure that, uh, that the screening was present, 'cause when you look at the sight lines and the direction on that as you go to the third and second floor, um, I think the, uh, the concerns about, uh, the view of those hotel guests, I think as you mentioned I think diminished significantly.

And I think that sight line document, um, really, uh, illustrates that and, and it helps to guide me. So I'm, I don't share the same concern a- again, which ties into removing the rooms. Uh, you see the screening, I think, so we can do with the screening, could create, uh, you know, some very dark rooms, um, and, and create some challenges there again. And when you're looking at the first and second floor, you're not looking down on building, or the third floor even. Um, so, so, um, I don't, I don't think that's necessary. Um, I can see the, the, the restrictions on car rental, uh, use, uh, certainly we don't want an enterprise rent-a-car, they're using up all the parking spaces.

I think that's, you know, totally appropriate, uh, since the parking is really there for the, um, for the people that are using the facilities. Uh, you know, when I look at the traffic flow, I think that side entry is, is necessary in making it all work. I read that traffic study and, uh, looked at, you know, how they've sort of conceptualize this. And I think removing that side entry would, uh, have a, a material adverse impact on, on the flow and the accessibility to the property, so I, I, I, I would not, uh, support doing that. Um, I think the landscaping, uh, I understand if, if we were to increase the size of those potters, we could put some larger, uh, more substantial trees in there, uh, rather than the bamboo. Uh, and I think we all love the trees.

There's a lot of support for the trees that are currently there on Chabela, uh, at the same time, you know, increasing those planners has, uh, other effects that are, are, are challenging as

This transcript was exported on Nov 26, 2020 - view latest version [here](#).

well. And, and the bamboo is there specifically for shading, and I think will provide more shading even than, than other types of trees given the fact that it comes up uniformly. Um, so, uh, again, something to look at, um, uh, I wouldn't be completely opposed to it, but that would be, uh, again, something that's gonna have, uh, other ramifications, if we were to expand the size of those planters. Um, Commissioner Thompson, why don't you take another shot at it now that you've heard us all three?

Richard Thompson...: [02:32:33](#)

You make some very good points and I appreciate your opinion on this. Um, and I think it comes down to the 40 foot height limit. It sounds like. And, um, my opinion is that when they changed the code to the higher limit, it didn't guarantee a 40 foot height for every property that wanted to build a hotel. And my suggestion of taking, um, the fourth floor rooms facing east, um, we just take a row off. If you look at the plans carefully, it would leave, uh, the row, the anterior row of rooms on the fourth floor. So if you just look at the fourth floor, you'll see that the rooms line up there, what I'm suggesting is those rooms that are up against the east elevation would be removed.

And what that would do is that would provide, um, more buffer to the residents. And it really doesn't impact the hotel that much. It's actually 13 rooms that, uh, would have to be removed and take a lot of the bulk away from that elevation. But the other areas of the hotel could remain at 40 feet. It's just along Chabela, and, and that's what we heard. We heard that from the residents. They're concerned about the size, the massiveness, they just build the buildings too big. I think by removing those rooms would, uh, make a big difference. So that's, uh, that's kinda my comment on the 40 foot.

Gerry Morton: [02:34:08](#)

I mean, one thing I'd like to highlight is that this, this project could have been, um, a 40 foot hotel filling the entire lot end to end. And, and it would have been obviously a much different project in that regard with five levels of parking underground, right? This is not that. This is a lot less dense and impactful than it could have been, particularly given the fact that it melds the office with the retail, with the hotel on just a portion of the available land. Uh, and, and again, I think it would have a, uh, a real difference in the, um, dynamics of the project. And I mean, it would cause them to, I think, have to rethink it in a lot of ways when you were to remove 9% of the rooms. Um, and, and I think doing that to, uh, eliminate those sight lines when they've already made some mitigating measures with both the screens and the, the planners, I think is, uh, an excessive step. Commissioner Ungoco?

This transcript was exported on Nov 26, 2020 - view latest version [here](#).

Richard Thompson...: [02:35:29](#) You have to remove. Yeah, unmute your.

Joseph Ungoco: [02:35:31](#) Thank you, Commissioner, uh, Thompson. Um, and looking again at the, at the sight lines, um, you know, some of my concerns about, uh, about exposure are alleviated for the lower floors and certainly for the third floor, I don't think it's as much as of an issue. And I know that the, I guess the architect at some point determined that they were not gonna put the screening on the third floor. But my concerns still lie with the, the screening on the fourth floor. Um, so, I mean, tha- that's the main thing that I'm concerned about. I, I, I agree with you that, you know, I, I guess we should ask at some point the, um, the applicant.

But, you know, that's a significant change to remove 13 of the rooms, all the one spacing along the east, east side, and, and will impact the fi- uh, the financial feasibility of the project, I think in the long run. So, I just feel, you know, like, like the rest of us who are on the commission, that, you know, the issue, people are more taking issue with elements of the code that were developed, uh, by other working groups and, you know, and council, and we, our job here is to try and apply them. Um, so I think my focus would be really on, on the screening, on maintaining the project as it is, but improving the screening so that we can alleviate the, uh, the concerns regarding the privacy.

Gerry Morton: [02:37:08](#) I agree. I think that the, uh, the, the, the screening that, that it's in place on that fourth floor. Again, I think looking at that sight line diagram, I think is an important one. Can you guys, uh, maybe just put that sight line diagram up for us so that we can just take a quick, have a peek at it? Um, I, I, I find this, a, a really important diagram. And this is a new edition from our last meeting, where, uh, they looked at both shadowing and they looked at sight lines in, in some detail, and there was the shadowing document. Here's the sight line document. And again, if you look at this and go to the third floor, you're, you're really not getting past that first house, even though it's a one story, um, it's a one story house. Again, given the fact that they're using the four corners as a baseline, and the first floor of the hotel is mostly below grade because it goes up that hill, right?

So it's not nearly as high as, uh, as it would seem when you just, you know, hear that it's 40 feet. Um, so really the only concern is that fourth story, at least as I look at this line of sight diagram, and with that fourth story, having the screening that specifically

This transcript was exported on Nov 26, 2020 - view latest version [here](#).

is designed to limit sight lines downward while allowing light in from above, uh, I feel like it's a good faith mitigation effort, but should allow them to keep those 13 rooms and have a, a reasonable chance of success with this project, uh, rather than, you know, having to go back to the drawing board and rethink the, the entire financial model.

Richard Thompson...: [02:38:49](#) Well, I have two thoughts. One is that it's not just the privacy issue, but it's also the massiveness of that. A 40 foot building right up against residential is, uh, will be impactful, major impact to those residents. And if that fourth floor is, you could see in that cross section, if that was just pushed back, you can clearly see that would have a benefit, uh, to the view of that elevation along Chabela. So, um, I think it, it really, it deals with, it addresses two issues, the privacy issue, and also the massiveness of that elevation right up against the residents. And I don't think it's appropriate that, um, residents have to build two stories in order to maintain their privacy. I just... Uh, it's hard for me to believe that they should be obligated to do that. Um, and so I think that, um, well, we should do whatever we possibly can to, uh, make it more compatible with adjacent residents.

PART 5 OF 6 ENDS [02:40:04]

Richard Thompson...: [02:40:01](#) Make it more compatible with adjacent residents. Now, other parts of the property, I would agree with you, 40 feet, that's why it got extended upward, but we're not obligated to the 40 feet. Um, and we still have to make the findings of the user permit. And I don't think I can make the findings unless we do something with that elevation.

Gerry Morton: [02:40:25](#) Does this sight line document impact you? I mean, looking at this from the fourth floor, you can see that there's, there's really a limited view that they get into any sort of backyards and that's gonna be obscured further with, uh, uh, with the screening [crosstalk 02:40:48] and it seems...

Joseph Ungoco: [02:40:51](#) I think it could be better.

Gerry Morton: [02:40:52](#) Do you think there could be a mitigation effort?

Joseph Ungoco: [02:40:56](#) Um, for me, I, I think what's missing is that we don't have the sight lines with the, with the screening in place. Like, so that's sort of, you know, I've heard from you that, you know, it would let in light and like limit their views even further, but I don't think I have an accurate idea, uh, nor do the residents of, you

This transcript was exported on Nov 26, 2020 - view latest version [here](#).

know, how limited that's going to be. Um, and how much that improves their privacy, the, the privacy of the residents, that is. Um.

Gerry Morton: [02:41:23](#) Can, can we ask, uh, can we ask the applicant to bring an expert, uh, on the screening to, to give us some more perspective on this, because I think this, this is emerging as a sticking point for us? And it'd be helpful to get just a little bit more detail on what that screening is. We heard that it was a wood screening and it was beautiful, but if, if we could have, have them weigh in on the efficacy of that screening and what it actually screens, uh, I think that would be really beneficial for us.

Carrie Tai: [02:41:56](#) [inaudible 02:41:56] Morton, yeah we can ask, uh, applicants [inaudible 02:41:58] to let us know the details or refer us to the right person.

Gerry Morton: [02:42:03](#) Um, I would, uh, uh, defer to Jean [Fong 02:42:08]. Uh, he may have, um, needed to step away. Um, and Kevin [Sand 02:42:14] who, uh, is also the project manager on the project can, uh, discuss this, but before, um, we, we do that. Um, I would like to make a comment that yes, removing rooms is a pretty extreme option. Um, please remember that we are set back, um, 20 feet from the property line, the existing property line, um, and the Chabela is another, uh, 31 and a half feet wide, uh, plus the setbacks for the houses, uh, those two homes that are along Chabela. So before you hit that, there'll be the difference between, uh, those buildings is close to 55 or 60 feet. Um, and so that's quite a distance and that's I think one of the reasons why this site was always considered so perfect for, uh, a project like this, that there was that sort of distance, um, uh, with a street as kind of a buffer.

Um, and so what I would say is, uh, short of like removing rooms, uh, or doing a single loaded corridor, which is pretty awkward. Um, I would say that there are many ways to obscure the view even further. Um, Kevin [Sand 02:43:34] can, can show a detail or perhaps, uh, Ted has the closeup, but these are two by sixes that are spaced, um, 12 inches apart, so that it obscures the view. It doesn't block the view. Yes. Um, we can, we can do any sort of, if you would density of, of that cross section where, you know, maybe what we do is a two by two slats that are six inches on center or four inches on center or something, um, or we could figure out some sort of, uh, uh, another sort of panel that's held off the, the face of the building a little bit to allow some sunlight to come in, uh, that at least the, the, the person

This transcript was exported on Nov 26, 2020 - view latest version [here](#).

in that room gets the benefit of the sunlight, but that his view is obscured.

Um, and frankly, um, you know, I'm very much a favor of, uh, and when, uh, Todd Bennett suggested the bamboo, I thought it was a wonderful, uh, solution because it's very fast growing. Um, and it is quite dense. Um, and in nine years it will be 39 feet tall, which is the top of our roof. Remember the top of our roof is about 11 feet above the fourth floor. So, uh, you know, yes, it does take time to grow. Um, we can put in larger species of plants if we can find them. Um, there are lots of solutions short of starting to, you know, kind of whack away at the, at the, uh, um, uh, you know, the, the, the real kind of economic val-, uh, you know, validity of the project. So, um, Kevin, perhaps you have another, um, thing that you'd like to say, but, uh, maybe we've touched on it.

Jan Holtze: [02:45:16](#) Yeah, yeah. I think you've touched on that. Well, it's, um, in terms of creating a diagram for the screening or a single diagram, it's a little challenging, um, you know, the, we, we were trying to be pretty generous with the size of the, you know screen elements with the two by sixes, you know, obviously the further you extend those louvers, the more, um, sight lines it obscures, um, so it, it's something we can study closer, but, um, hopefully that gives you enough insight of what we were trying to do [crosstalk 02:45:44]

Gerry Morton: [02:45:44](#) Or they can be, you know, they can be held off of the face of the building a little further, so that the angles, uh, you know, are not as favorable to being able to look down into, uh, you know, the other, um, the other areas, um, but you know, also, um, as I've always heard from planners, uh, and, and city officials is that existing conditions are fine, but you have to look at the longterm, um, growth and change of the city.

And the economics are such that, um, you know, I, I live in an, everywhere in Manhattan beach, uh Manhattan beach has been renowned for, um, buying these small homes and people building up. Um, and you know, whether that happens, uh, you know, to any of these particular homes in this section, you know, this year in five years, or in 10 years, the long-term trend is, is that that's what would happen. And so, uh, or that someone's neighbor on their other side is going to build their two-story building and then be looking down into their yard next door. So, you know, there are trees that, that can be planted on the other side of Chabela, which, um, you know, uh, uh, there are trees there already that block a lot of view, um,

This transcript was exported on Nov 26, 2020 - view latest version [here](#).

and, uh, the existing carrotwood trees, uh, long ago, a year ago, um, public works, uh, hired an arborist to come out and evaluate those trees. And he was very clear in saying that they have lived their life and it's time for new trees, so.

Richard Thompson...: [02:47:23](#) Um, I have a comment about the fourth floor rooms. I think the applicant makes a good point. You don't want a single loaded, what did you say? Something about a hallway just provided...

Gerry Morton: [02:47:35](#) A single-loaded corridor.

Richard Thompson...: [02:47:36](#) Yeah, I mean, that's a really good point and I guess my response is I'm clearly not an architect or designer, but I bet you can come up with a better plan, which where you can take those fourth floor rooms and set them back 10 feet and made, may-maybe put them sideways. So you have double-loaded hallway, but you then you moved your, uh, fourth floor rooms in 10 feet will provide more privacy to the residents adjacent to it and it will provide more articulation to the elevation along Chabela.

Jan Holtze: [02:48:14](#) Um, I, I hear you clearly. And I think that those are, uh, you know, it's a great suggestion that, you know, here is a person who's making the proposal. Um, and, uh, um, I would say that, you know, um, I, I would hesitate to say that something like that can work, anything can work, but my question is, is where would it stop? You know, it's like, okay, we do this. Um, and it would take, uh, you know, the hallways don't line up with the stairwells, the elevators, you know, all those sorts of issues that we would have to deal with. Um, and the fact is, is we kind of thought that we had already kind of achieved what it is I think you're getting at, which is as much setback as you can get and still make the project viable. That's why we set the project back the 20 feet from the existing property line.

So, you know, in, in my initial presentation of the project, uh, at the first meeting, that was one of the items that we said, because this zone has a zero setback, uh, uh, allowance on all four sides. Uh, and so, you know, by code, we could put this all the way out to the street, right, right in the face of it on, uh, on Chabela. Um, that's what code allows. Uh, and instead we've been able to, um, get some, some benefits about the design of the project by holding it back the 20 feet like we are and opening up, uh, the, the parking down below to give us some of that sort of visual and visceral sort of, um, kind of elevated amenity, uh, and, and quality of the project by having this sort, this natural light, natural ventilation to the project. So, you know, I would say that it fortunately, or unfortunately, you

**EXHIBIT 1. TRANSCRIPT, PLANNING COMMISSION HEARING, 600 PCH, 18 NOVEMBER 2020**

This transcript was exported on Nov 26, 2020 - view latest version [here](#).

know, we're kind of sitting here talking about, can you do more, well, I feel as if we've already done a lot. Now, if the issue is simply, or most importantly, trying to obscure the view, um, to the, to the, uh, across Chabela then yeah, there are other architectural elements that I'm sure that we could come up to short of just putting a brick wall up that would work just fine.

Richard Thompson...: [02:50:30](#) Yeah. I know you've mentioned a couple of times, this is a 20 foot setback from your existing property line, but we're, we're within that 20 feet, you're providing a sidewalk, sidewalk, which, uh, any developer would have to do along there. And really you're only providing a three foot wide planter to provide [crosstalk 02:50:50]

Jan Holtze: [02:50:49](#) So, but yeah, and, and that's, that's where the elegance of the solution worked I think very well, because I think bamboo works better as far as being thicker and taller, and it also fits in a narrow space.

Richard Thompson...: [02:51:02](#) It's not very water tolerant. I mean, it's not a, a good plan to actually plant it. It consumes quite a bit of water and it will not screen the building as it should be screening. And a three foot wide planter is just really minimal at best, um, you know, to provide any substantial landscaping along there. Um, will there be any street trees along the sidewalk there, city street tr- trees. Do you know? Anybody?

Jan Holtze: [02:51:37](#) As far as I know the- these are the, these are the trees. There are not trees that are allowed in the six foot wide sidewalk space.

Gerry Morton: [02:51:50](#) All right. Thank you to the, to the applicant, um, commissioner [Ongoco 02:51:56]. Thoughts.

Joseph Ungoco: [02:51:58](#) Um, I'm definitely more confident that, you know, that the applicant can come up with a solution to the screening that will provide the level of privacy that we're looking for, um, for the fourth floor. Uh, I'm just not quite sure how we move forward with that. Like kind of what, what the next step in terms of, in terms of determining that is if it requires them to come back or if we can craft something that, that will require that of them, but not necessarily require another meeting with us to, to move forward.

Gerry Morton: [02:52:34](#) Uh, director [Ty 02:52:35]. Can, can I ask your thoughts on, on maybe some options that we might have with regard to, um, bolstering the screening or ensuring that we have appropriate



This transcript was exported on Nov 26, 2020 - view latest version [here](#).

screening or better screening or maybe any thoughts that you might have that we could, we could maybe entertain?

Carrie Tai: [02:52:53](#) Sure. Uh, chair Morton, thank you for the question. Yes. So, um, the planning commission, um, can add a very specifically worded condition of approval. For example, if you didn't, you know, wanna have, um, uh, another, have this come back to another meeting, you could have a very specifically worded condition. What we would ask is that, um, it's very clear as to what it is intended to accomplish. Um, you know, if it's increase the size of the screening or it's increase the length of the louvers or it's increase the angle of the louvers, so that XYZ is not visible, you know, that way there is objective criteria for the staff to work with the applicant to achieve that. Um, and so a specifically worded condition that articulates what the commission's desire is would be appropriate.

Gerry Morton: [02:53:41](#) Thanks director. Uh, commissioner Thompson, what if, what if we had something, uh, along the lines of, um, bolstering screening such that the first row of houses are not visible from the fourth story, um, hotel rooms?

Richard Thompson...: [02:53:57](#) No, I won't be, uh, supporting the project. Um, just what I see the planter with is the big issue, the lack of articulation along that elevation, which we spoke about at the last meeting. And I, I don't see any major changes here. And I think the residents are really concerned about this, that it's setting a precedent along other areas that are adjacent to homes. So I wouldn't be supporting the project. [crosstalk 02:54:22]

Gerry Morton: [02:54:23](#) ...you'd like to see a bigger planner, um, more landscaping, different landscaping, um, and, and the screening is, is, is really not gonna be a solution for you. You wanna see something different, like, like removing the rooms or just re-imagining the project on that fourth story is, am I understanding that?

Richard Thompson...: [02:54:44](#) At least a 10 foot setback for the fourth floor.

Gerry Morton: [02:54:48](#) In addition to the 20 foot setback it now has.

Richard Thompson...: [02:54:52](#) Yeah, it's not a 20 foot setback. It's. I mean, I, I'm trying to read these plans while as we talk, it looks like it's 15, but that includes a sidewalk and a fence. And then when you get down to it, the sidewalk will be at what, eight feet to where that building is. I mean, that's narrow. And then within that eight feet, you have a three-foot wide planter. So yes, I would, uh, I will not be supporting the project. And, um, I would, I would

**EXHIBIT 1. TRANSCRIPT, PLANNING COMMISSION HEARING, 600 PCH, 18 NOVEMBER 2020**

This transcript was exported on Nov 26, 2020 - view latest version [here](#).

hope that my concerns are properly articulated. So the city council, uh, is clear on, you know, what we discussed at the meeting [inaudible 02:55:35]

Gerry Morton: [02:55:36](#) Commissioner [Ongoco 02:55:37] is there a, a screening, uh, alternative or language that could, uh, you know, garner your, your support here? Like not being able to view the first row of houses or something, you know, more meaningful [crosstalk 02:55:50]

Joseph Ungoco: [02:55:51](#) That's the direction that, that we would need to go in to address my concern about the privacy. Um, I'm just not sure like what that backstop is like, you know, if, because, because we're not working from sight lines with their proposed, um, actually if we look at the si- if we could look at that sight lines slide again, maybe that'll stir something, um, because that's sight lines without, uh, without any screening at all. Right?

Gerry Morton: [02:56:22](#) Correct.

Joseph Ungoco: [02:56:23](#) So if the sight lines could be designed in such a way that they will, sorry, this is really small on my screen. (laughs) Um, so you're saying that if the sight lines obscure to like where the trees are or [inaudible 02:56:42]

Gerry Morton: [02:56:44](#) If it, if it obscures the, the, the front row of houses, right? I mean, you could have a reverse awning, or you could have a screening underneath that lets all the light in from above, but blocks out the, the first row of houses. So that from the fourth floor, you can't see, uh, into people's yards for instance, or, or, uh, any of those first row of houses.

Joseph Ungoco: [02:57:06](#) [crosstalk 02:57:06] these sight lines.

Gerry Morton: [02:57:08](#) Articulatable direction, right. I mean, you, it's either you can either see the first row houses or you can't and if you need to set the screenings such that, such that you can't. So that it blocks it completely.

Joseph Ungoco: [02:57:20](#) But that, that means I'm trying to figure out how these are arranged, right. If this house is on, say Shelly right then that like, what is that yard like, because aren't there backyards, aren't there backyards between the houses on the, on the East West streets?

Gerry Morton: [02:57:44](#) No [inaudible 02:57:45] to Tai, maybe give us a little more color on them. [crosstalk 02:57:49]

**EXHIBIT 1. TRANSCRIPT, PLANNING COMMISSION HEARING, 600 PCH, 18 NOVEMBER 2020**

This transcript was exported on Nov 26, 2020 - view latest version [here](#).

Carrie Tai: [02:57:50](#) Sure. Yes. Thank you. So, uh, yeah, so the, so I think if I understand a [inaudible 02:57:55] Morton properly, the first row means the ones on Chabela, so that's the end cap. And so of course, I mean, you would have, um, you, you know, you have obviously the whole block, but if you can't see beyond the first home, then it stands to reason that, you know, I mean, there's gonna be other obstructions, the farther you get.

Joseph Ungoco: [02:58:16](#) Right.

Carrie Tai: [02:58:16](#) Um, yeah. So, so if you can't see through the first one and it's, it's it's you're anything, if you can't see the first one, the second one is automatically blocked. Right? It's, it's so I think that's what the, the first road test is, is the ones on Chabela.

Joseph Ungoco: [02:58:33](#) Okay. But, uh, I guess is, well, it's where the houses line up today, right? It's not where their property lines are, which would be more of a straight. I, I'm just wondering if, if the row houses is the thing to anchor it to.

Carrie Tai: [02:58:51](#) Oh yeah. I mean, there are variations in, in where the houses are and, um, the best information we would have is what's there now. Um, I mean, there is no way of telling, um, how neighborhoods evolve over time or how, you know, any one particular property owner may choose to redesign their house or remodel and rebuild their house. So what we have is what we have today.

Joseph Ungoco: [02:58:51](#) Right. Right.

Carrie Tai: [02:58:51](#) Yeah.

Joseph Ungoco: [02:59:18](#) But we could write it, your input is that we could write it in that way, where it's, where it's anchored to the first row of houses.

Carrie Tai: [02:59:28](#) Right. You have to have some specific point. Yes. That way we can verify that it was effective.

Joseph Ungoco: [02:59:37](#) Well, I think that would address my security, my privacy concerns.

Gerry Morton: [02:59:42](#) So, uh, so we could, we could craft the motion, uh, approving the resolution with a, uh, modification that the, um, sight lines from the fourth story hotel rooms are blocked for the first row of houses on Chabela by additional screening or glass or whatever the, the, uh, the applicant thinks is, is an appropriate way to, to ensure that, that, that those sight lines are blocked.

**EXHIBIT 1. TRANSCRIPT, PLANNING COMMISSION HEARING, 600 PCH, 18 NOVEMBER 2020**

This transcript was exported on Nov 26, 2020 - view latest version [here](#).

Joseph Ungoco: [03:00:21](#) I would be okay with that. Yes.

Gerry Morton: [03:00:25](#) `All right. I'd like to go ahead and make that motion. Uh, I'll, I'll move to approve, um, the, the resolution as written with a modification as stated that, um, the screening is bolstered to ensure a lack of, uh, any visibility of, I would say the first story of the first row of houses on Chabela. In case there's a second story house, you don't wanna have to block all the way up to that. So assuming one story, so 10 feet high along Chabela should not be viewed at all, uh, from those, um, fourth story hotel rooms. And, uh, the applicant has discretion with regard to how they wanna block that as long as it's completely obscured.

Joseph Ungoco: [03:01:24](#) Uh.

Gerry Morton: [03:01:27](#) Commissioner [Ongoco 03:01:28].

Joseph Ungoco: [03:01:29](#) Yeah. I guess we left something hanging, which was, the applicant was talking about, uh, more mature bamboo, uh, potentially. So I don't know for the screening height.

Gerry Morton: [03:01:41](#) [crosstalk 03:01:41] its, it's higher to begin with, so we don't have to wait for it to grow.

Joseph Ungoco: [03:01:45](#) Right. So I don't know, uh, director Tai, is there some way to incorporate that other than good faith (laughs)

Carrie Tai: [03:01:56](#) Sure commissioner Ungoco, if you would like to, or, or if, uh, Gerry Morton, um, would wanna incorporate an additional condition into his motion, um, regarding more mature, um, bamboo planting that would be appropriate or commissioner Ungoco, you could, um, I mean, you could just throw it out as a, uh, as a friendly amendment. I have no choice [crosstalk 03:02:18]

Gerry Morton: [03:02:18](#) No we wanna make sure that we, we provide specificity to it that allows us more mature is not, we wanna, is there a specific [inaudible 03:02:29] that we can dictate or something that we can.

Joseph Ungoco: [03:02:32](#) Uh, based...

Carrie Tai: [03:02:33](#) Yeah. So let me, let's do this. Let's finish talking about the condition about the fourth floor screening and then I'll have, um, I'll ask Ted to put the timeline back up, and then maybe you can, um, you can add that condition where you can set a, um, a

**EXHIBIT 1. TRANSCRIPT, PLANNING COMMISSION HEARING, 600 PCH, 18 NOVEMBER 2020**

This transcript was exported on Nov 26, 2020 - view latest version [here](#).

growth target or something, um, by adding more mature bamboos. So let me, let me do this. So your, um, your, your first condition, you would like the, uh, fourth floor screening, um, or I'm sorry, the screening on the fourth floor to be bolstered, to ensure privacy for the first story of the first row of homes starting on Chabela, um, of that block. Um, and we can add something where it's to the satisfaction of the community development director and that way, it, it, it, it makes sure that it goes through a review process. Is that satisfactory?

- Joseph Ungoco: [03:03:25](#) Yes.
- Carrie Tai: [03:03:26](#) Okay. Now your bamboo conditions. So currently the proposed bamboo has this growth rate. Um, if there's something...
- Joseph Ungoco: [03:03:42](#) Right. So the goal is to shorten, shorten that, right. Um.
- Carrie Tai: [03:03:42](#) Right.
- Joseph Ungoco: [03:03:46](#) As of getting to three to 30 feet in say four years, um, but I, you know, I'm not, not being a landscaper and not being, uh, an expert in plants and plant growth, um, or rhizome growth. Um, I'm not quite sure where it should start. Like, I don't know if it's requiring it to be 15 feet at installation would, would get us to 30 feet in four years, you know, so I don't, did we have our, our landscaper back on the line?
- Carrie Tai: [03:04:15](#) Uh, yeah, we can have the...
- Gerry Morton: [03:04:19](#) Can we have some more questions of... Yeah, the landscaper will drill into the bamboo a little bit. We're not bamboo experts. I know it's a weed and [inaudible 03:04:26], but, uh...
- Jan Holtze: [03:04:28](#) well, uh, uh, this is Jan, uh, given the lack of success that we had with, uh, with Todd Bennett before perhaps he's still on and, and has a better connection 'cause I really can't talk to bamboo.
- Carrie Tai: [03:04:44](#) Todd is still on the line.
- Speaker 9: [03:04:44](#) Okay.
- Speaker 10: [03:04:45](#) Let me unmute him. Todd, can you try unmuting yourself, please? Todd, did you wanna try speaking you are unmuted. It does not look like, Todd are you there? Unfortunately he doesn't have any audio. It's not working.

**EXHIBIT 1. TRANSCRIPT, PLANNING COMMISSION HEARING, 600 PCH, 18 NOVEMBER 2020**

This transcript was exported on Nov 26, 2020 - view latest version [here](#).

- Carrie Tai: [03:05:32](#) Yeah. Um, I mean, I, you know, and I, I, I, I'm gonna, I'm gonna adjust, this is me speculating, but I can, I can maybe suggest that you throw out a couple of targets. Um, you know, and I mean, clearly we understand the intent, which is, um, a to start off with a more mature one that will reach a larger size within a certain time. Um, and so, uh, can we have the other exhibit, exhibit backup Ted? Thank you. Um, so is your target, uh, you're looking at full growth by...
- Joseph Ungoco: [03:06:17](#) Well, not full growth because 39 is the full height of the building, right? So 30 from the low point at Chabela and Tennyson is what would get us to the third floor, right? Because you got that grade to Chabela. So it's actually higher up. Um, also, I don't know about the initial availability of, you know, 12 foot tall may be an industry standard or something that you can purchase. I don't know what the next increment is, if it's 15 easy, if there is that if you can even buy 18 feet or not, you know, in the quantities that they need. So I don't wanna make it, you know, impossible. Um, but the overall goal is to get us to the, to the three floor coverage in less than six years.
- Gerry Morton: [03:07:02](#) What if, what if we, uh, what if we did it in line with the, the first modification and we said that the bamboo coverage at a certificate of occupancy has to rise at least to the level of, uh, providing some obscuring of the first row of houses to 10 feet. So you get that screening from the fourth floor completely. And then the third floor, the bamboo has to go at least that high. So it needs to at least cover to the, I guess the bottom of that third floor such that it blocks off the first row of houses, the same way that the screening is intended to deal with the fourth, the fourth story. What about that?
- Joseph Ungoco: [03:07:46](#) I'd be okay with that. Director Tai is there something that we can quantify and, uh...
- Gerry Morton: [03:07:51](#) 'Cause that's hopefully [crosstalk 03:07:52] that at least rises to really just above the bottom of that third floor so that it, it provides some obscuring of the, it's not a complete obscuring, like the fourth story is, but it's providing some obscuring because they're then looking through bamboo at least for the first row of houses.
- Carrie Tai: [03:08:14](#) So, um, we could say something, um, like the, like the applicant shall demon- or shall amend the landscape plan to include, um, uh, bamboo along the East elevation that achieves, um, a height up to the third... That's the third floor plate height, correct. That's the floor of the third floor, third floor plate height. Um, or

**EXHIBIT 1. TRANSCRIPT, PLANNING COMMISSION HEARING, 600 PCH, 18 NOVEMBER 2020**

This transcript was exported on Nov 26, 2020 - view latest version [here](#).

the top of the second floor, is that, am I understanding you correctly?

Gerry Morton: [03:08:42](#) It, it will be just above the top of the second floor to provide [crosstalk 03:08:45]

Carrie Tai: [03:08:42](#) Correct.

Gerry Morton: [03:08:47](#) For the people on the third floor and the fourth floor.

Carrie Tai: [03:08:47](#) Right. Yeah. So that's either the third floor plate height or the top of the second floor. One, or, you know, I would put third floor plate height, um, at the, at certificate of occupancy. And that means before the building is ready to occupy or right when the building is ready to occupy.

Gerry Morton: [03:09:04](#) Sounds fair to me.

Joseph Ungoco: [03:09:06](#) Sounds good to me.

Carrie Tai: [03:09:07](#) That's specific enough for us.

Gerry Morton: [03:09:09](#) Okay. I'd like to go ahead and make that motion to approve the resolution as written with those two modifications that, uh, we've articulated that perhaps you could read back to us director Tai.

Carrie Tai: [03:09:25](#) Yes. So the first one is, uh, with, with the added condition to, uh, bolster the fourth floor screening to ensure privacy for the first story of the first row of homes on Chabela to the satisfaction of the community development director. And the second condition is to increase of, increase the size of the proposed bamboo on the East elevation of the hotel to achieve a height up to the third floor, to, to achieve a height up to the third floor plate height at certificate of occupancy.

Gerry Morton: [03:10:02](#) That's the motion.

Joseph Ungoco: [03:10:04](#) I'll second it.

Carrie Tai: [03:10:04](#) Okay.

Gerry Morton: [03:10:06](#) We have a motion to second, can we call the roll?

Carrie Tai: [03:10:08](#) So I've got a motion by commissioner Morton and a second by commissioner Ongoco. Um, I'll call roll. So commissioner Thompson.

**EXHIBIT 1. TRANSCRIPT, PLANNING COMMISSION HEARING, 600 PCH, 18 NOVEMBER 2020**

This transcript was exported on Nov 26, 2020 - view latest version [here](#).

Richard Thompson...: [03:10:18](#) No.

Carrie Tai: [03:10:19](#) No. Commissioner Ongoco.

Joseph Ungoco: [03:10:19](#) Yes.

Carrie Tai: [03:10:22](#) And then commissioner Morton.

Gerry Morton: [03:10:24](#) Yes.

Carrie Tai: [03:10:26](#) Okay. Motion passes two to one. And, uh, the appeal period for this is 15 days. Planning commission decisions are appealable to the city council. Um, so thank you very much.

PART 6 OF 6 ENDS [03:10:41]





# Parking Generation Manual

5<sup>th</sup> Edition

JANUARY 2019

INSTITUTE OF TRANSPORTATION ENGINEERS

**Senior-used** for Affordable Housing (Land Use 223) to denote a site with a minimum age threshold for its tenants (i.e., senior housing).

**Single Room Only-used** for Affordable Housing (Land Use 223) to denote a site with only single-room-only units. If the site also has a minimum age threshold, the site falls in the Senior subcategory.

### Data Page Terms

**33rd Percentile**-the point at which 33 percent of the values fall at or below and 67 percent of the values are above. If the number of study sites for a combination of independent variable, time period, and setting for an individual land use is comprised of relatively few data points, the percentile value can represent an interpolation between actual values. This number is not intended to recommend a policy about the level of parking that should be supplied. It is provided solely as qualitative reference for the analyst.

**85th Percentile**-the point at which 85 percent of the values fall at or below and 15 percent of the values are above. If the number of study sites for a combination of independent variable, time period, and setting for an individual land use is comprised of relatively few data points, the percentile value can represent an interpolation between actual values. This number is not intended to recommend a policy about the level of parking that should be supplied. It is provided solely as qualitative reference for the analyst.

**95 Percent Confidence Interval**-a measure of confidence in the statistical data to the average. It indicates the range within which there is 95 percent likelihood the average will fall. This range is shown when data for 20 or more study sites are available. It is computed as two standard errors plus or minus the average.

**Average Number of [Independent Variable]**-the average value of the independent variable for data presented on the specific data page.

**Average Peak Period Parking Demand**-the observed peak period parking demand (vehicles parked) divided by the quantity of the independent variable (such as building area, employees) expressed as a rate. For examples, the rate is commonly expressed as vehicles per 1,000 sq. ft. GFA, vehicles per employee, or vehicles per dwelling unit.

**Average Rate (or Weighted Average Rate)**-the weighted average number of parked vehicles at a development site per one unit of the independent variable. It is calculated by dividing the sum of all parked vehicles for all contributing data point sites by the sum of all independent variable units for all contributing data point sites. The weighted average rate is used rather than the average of the individual rates because of the variance within each data set or generating unit. Data sets with a large variance will over-influence the average rate if they are not weighted. The data plot includes a dashed line corresponding to the weighted average rate, extending between the lowest and highest independent variable values for data points.

**Coefficient of Determination ( $R^2$ )**- the percent of the variance in the number of parked vehicles associated with the variance in the independent variable value. This value is presented for every fitted curve equation. If the  $R^2$  value is 0.75, then 75 percent of the variance in the number of parked

## Land Use: 310 Hotel

### Description

A hotel is a place of lodging that provides sleeping accommodations and supporting facilities such as a full-service restaurant, cocktail lounge, meeting rooms, banquet room, and convention facilities. It typically provides a swimming pool or another recreational facility such as a fitness room. All suites hotel (Land Use 311), business hotel (Land Use 312), motel (Land Use 320), and resort hotel (Land Use 330) are related uses.

### Time of Day Distribution for Parking Demand

The following table presents a time-of-day distribution of parking demand (1) on a weekday (four study sites) and a Saturday (five study sites) in a general urban/suburban setting and (2) on a weekday (one study site) and a Saturday (one study site) in a dense multi-use urban setting.

Hour Beginning	Percent of Peak Parking Demand			
	General Urban/Suburban		Dense Multi-Use Urban	
	Weekday	Saturday	Weekday	Saturday
12:00-4:00 a.m.	96	74	93	100
5:00 a.m.	-	-	-	-
6:00 a.m.	91	62	97	95
7:00 a.m.	89	62	100	95
8:00 a.m.	90	72	93	89
9:00 a.m.	100	74	72	85
10:00 a.m.	98	76	69	74
11:00 a.m.	89	77	65	61
12:00 p.m.	85	79	78	47
1:00 p.m.	75	78	78	42
2:00 p.m.	81	67	63	41
3:00 p.m.	70	64	59	43
4:00 p.m.	74	67	58	48
5:00 p.m.	65	73	52	53
6:00 p.m.	73	83	63	64
7:00 p.m.	78	92	74	67
8:00 p.m.	93	97	78	78
9:00 p.m.	96	100	72	81
10:00 p.m.	95	91	84	93
11:00 p.m.	95	83	92	98

# Hotel (310)

**Peak Period Parking Demand vs: Occupied Rooms**

**On a: Saturday**

**Setting/Location: General Urban/Suburban**

Peak Period of Parking Demand: 10:00 p.m. - 9:00 a.m.

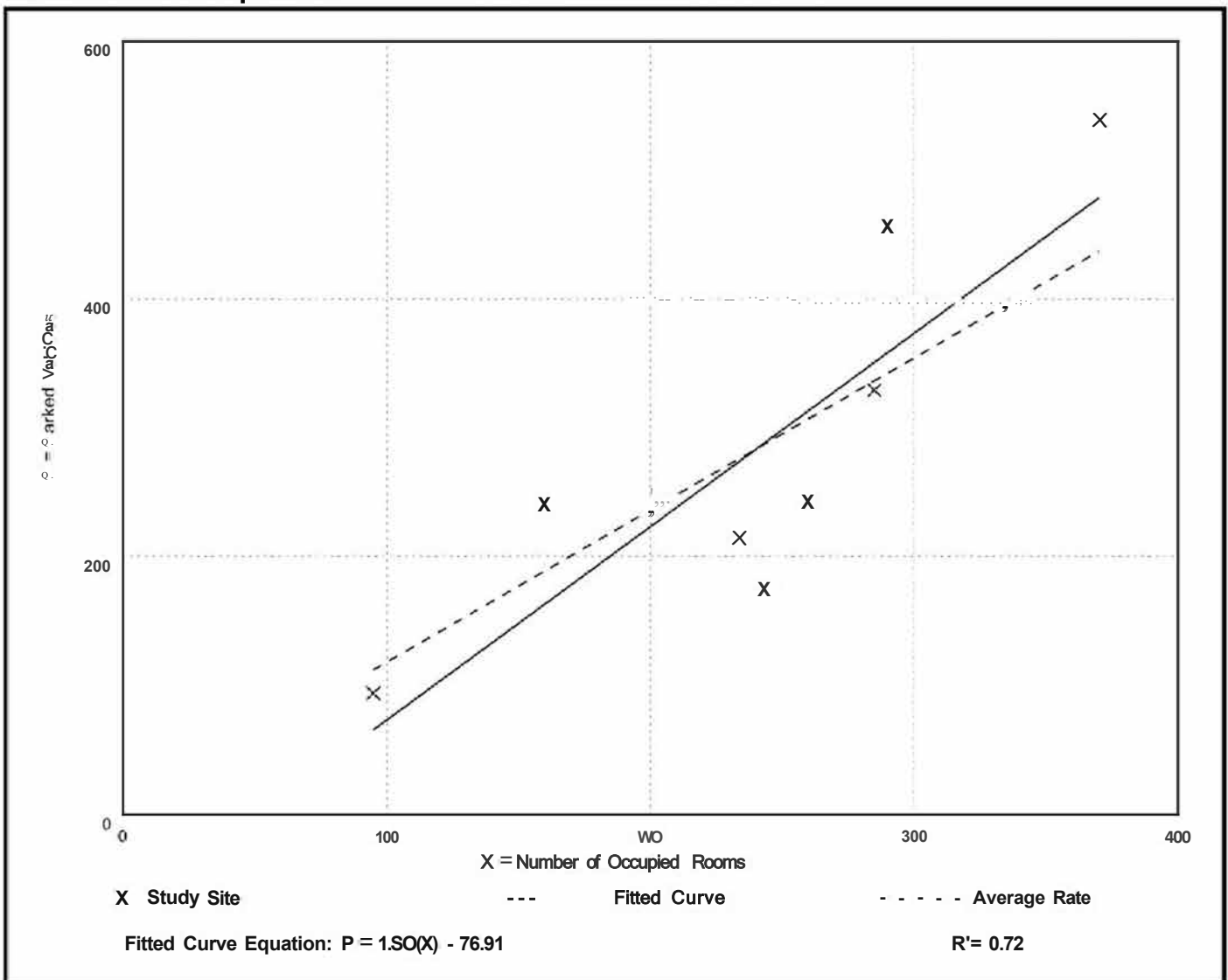
Number of Studies: 8

Avg. Num. of Occupied Rooms: 242

## Peak Period Parking Demand per Occupied Room

Average Rate	Range of Rates	33rd / 85th Percentile	95% Confidence Interval	Standard Deviation (Coeff. of Variation)
1.18	0.72 - 1.58	0.93 / 1.55	**	0.32 ( 27%)

## Data Plot and Equation



# Hotel (310)

**Peak Period Parking Demand vs: Rooms**

**On a: Weekday (Monday - Friday)**

**Setting/Location: General Urban/Suburban**

Peak Period of Parking Demand: 11 :00 p.m. - 8:00 a.m.

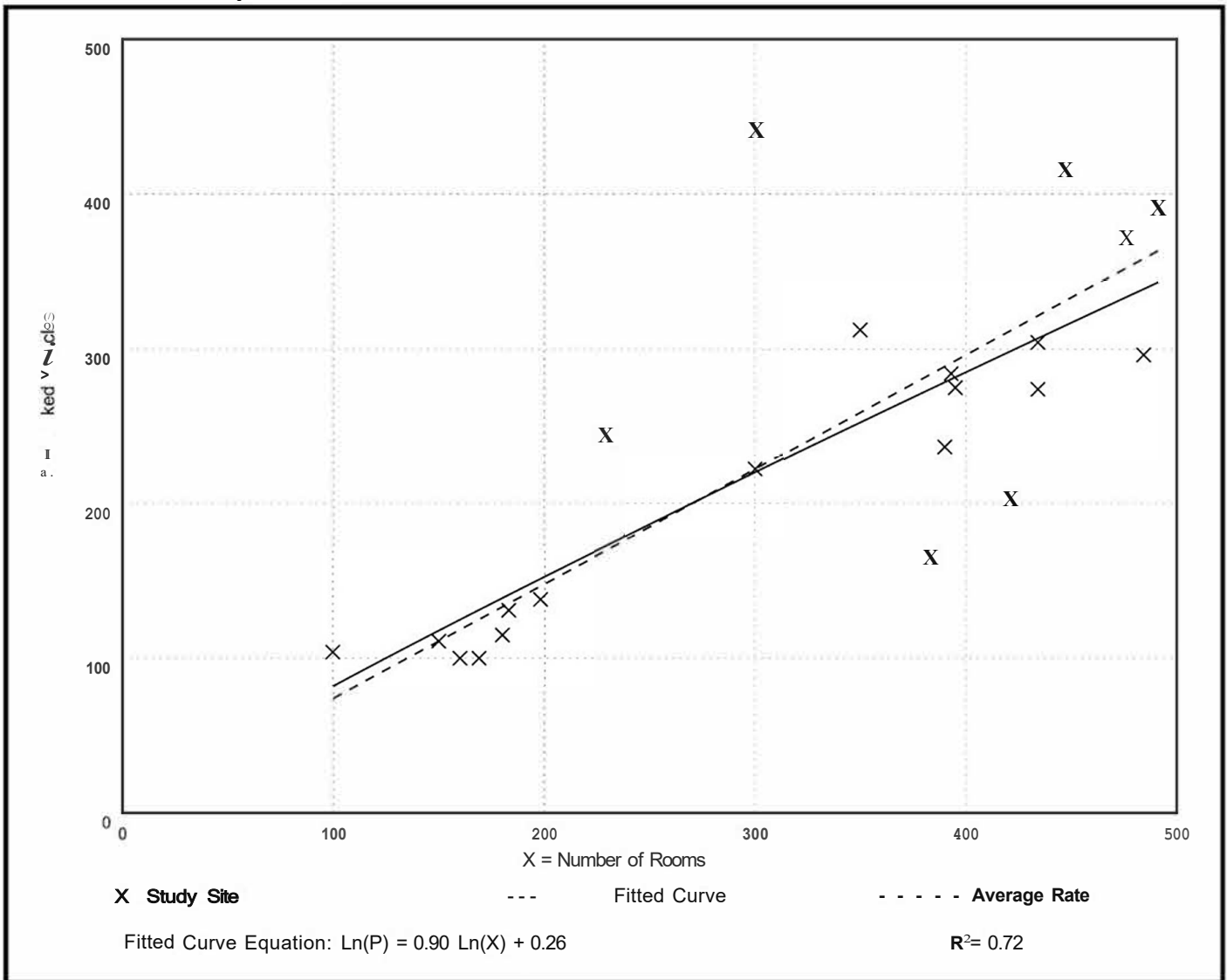
Number of Studies: 22

Avg. Num. of Rooms: 321

## Peak Period Parking Demand per Room

Average Rate	Range of Rates	33rd / 85th Percentile	95% Confidence Interval	Standard Deviation (Coeff. of Variation)
0.74	0.43 - 1.47	0.64 / 0.99	0.65 - 0.83	0.22 ( 30%)

## Data Plot and Equation



# General Office Building (710)

Hour Beginning	Percent of Weekday Peak Parking Demand	
	General Urban/Suburban	Dense Multi-Use Urban
12:00-4:00 a.m.	–	–
5:00 a.m.	–	–
6:00 a.m.	–	–
7:00 a.m.	13	26
8:00 a.m.	48	65
9:00 a.m.	88	95
10:00 a.m.	100	100
11:00 a.m.	100	100
12:00 p.m.	85	99
1:00 p.m.	84	99
2:00 p.m.	93	97
3:00 p.m.	94	94
4:00 p.m.	85	90
5:00 p.m.	56	–
6:00 p.m.	20	–
7:00 p.m.	11	–
8:00 p.m.	–	–
9:00 p.m.	–	–
10:00 p.m.	–	–
11:00 p.m.	–	–

### Additional Data

The average parking supply ratios for the study sites with parking supply information are as follows:

- 2.9 spaces per 1,000 square feet GFA in a dense multi-use urban setting that is not within ½ mile of rail transit (seven sites)
- 3.3 spaces per 1,000 square feet GFA (73 sites) and 12 spaces per employee (20 sites) in a general urban/suburban setting that is not within ½ mile of rail transit
- 3.0 spaces per 1,000 square feet GFA (seven sites) and 0.8 spaces per employee (two sites) in a general urban/suburban setting that is within ½ mile of rail transit

The sites were surveyed in the 1980s, the 1990s, the 2000s, and the 2010s in Arizona, California, Colorado, Connecticut, Georgia, Illinois, Massachusetts, Minnesota, Montana, New Jersey, New York, Oklahoma, Oregon, Pennsylvania, Texas, Utah, and Washington.

### Source Numbers

21,22,47, 122,124,142,172,201,202,205,211,215,216,217,227,239,241,243,276,295, 399,400,425,431,433,436,438,440,516,531,540,551,555,556,557,571,572,588

# General Office Building (710)

**Peak Period Parking Demand vs: 1000 Sq. Ft. GFA**

**On a: Saturday**

**Setting/Location: General Urban/Suburban**

Peak Period of Parking Demand: 10:00 a.m. - 1:00 p.m.

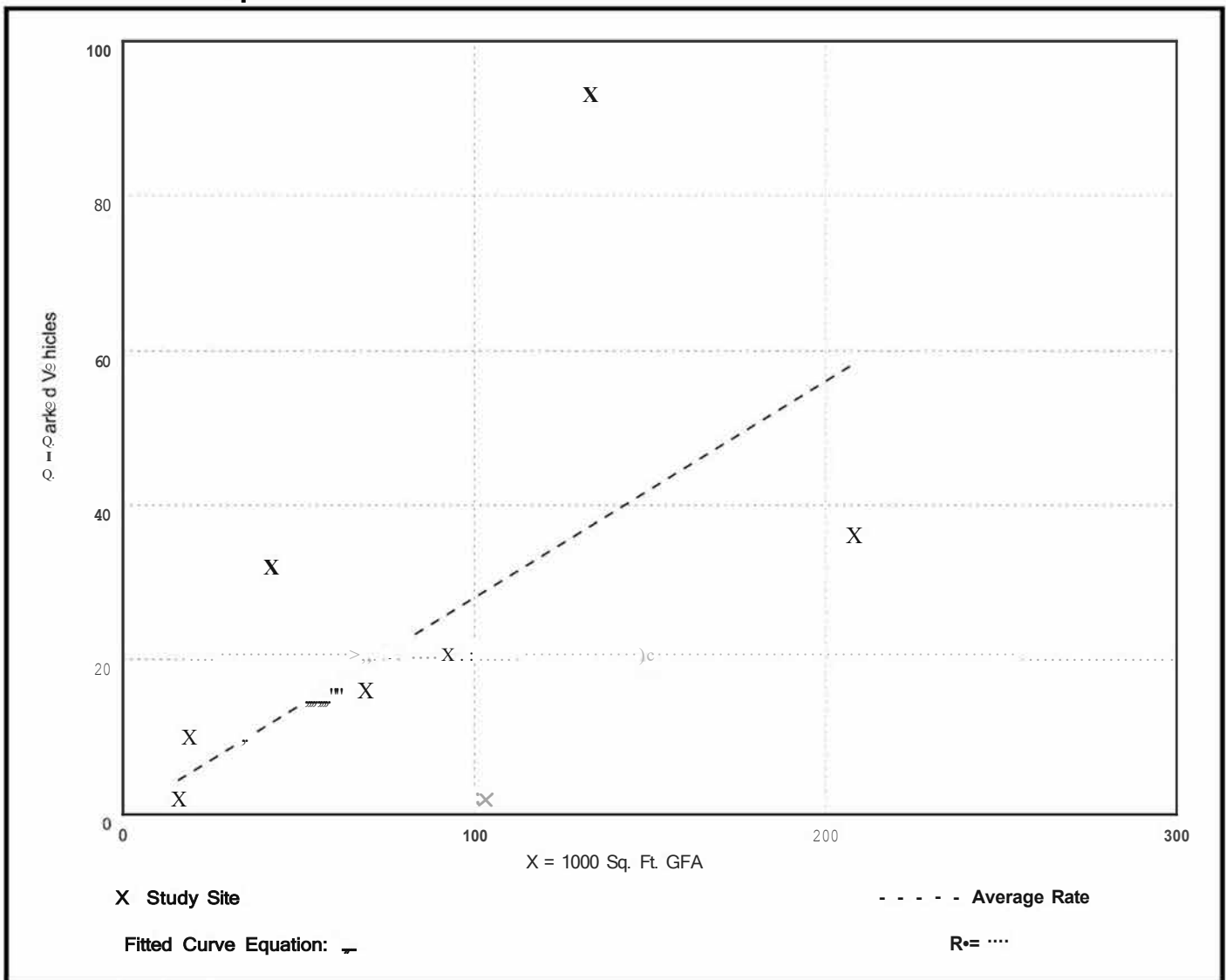
Number of Studies: 9

Avg. 1000 Sq. Ft. GFA: 92

## Peak Period Parking Demand per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	33rd / 85th Percentile	95% Confidence Interval	Standard Deviation (Coeff. of Variation)
0.28	0.02 - 0.76	0.14/0.73	***	0.25 ( 89%)

## Data Plot and Equation



# General Office Building (710)

**Peak Period Parking Demand vs: 1000 Sq. Ft. GFA**

**On a: Weekday (Monday - Friday)**

**Setting/Location: General Urban/Suburban**

Peak Period of Parking Demand: 9:00 a.m. - 3:00 p.m.

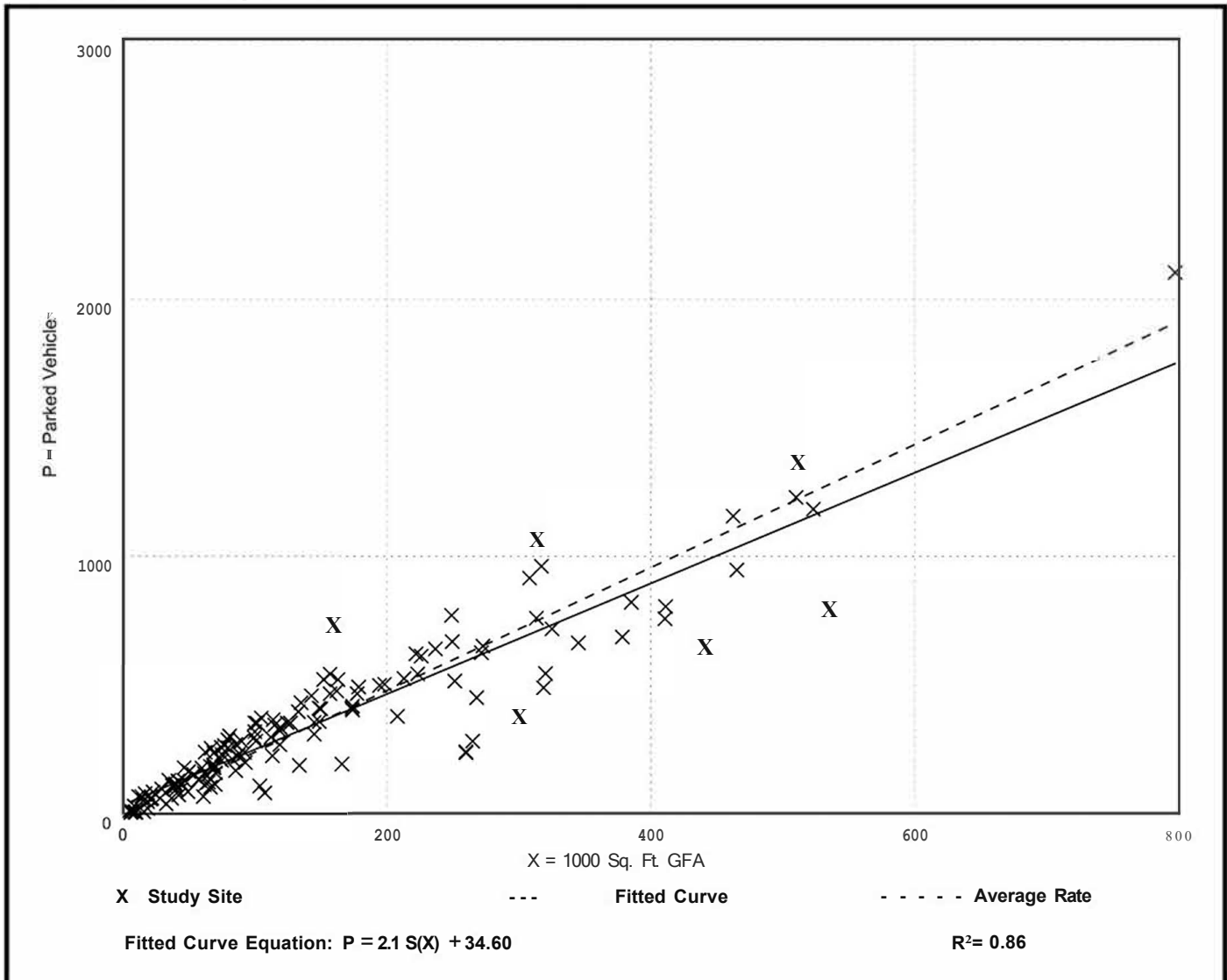
Number of Studies: 148

Avg. 1000 Sq. Ft. GFA: 145

## Peak Period Parking Demand per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	33rd / 85th Percentile	95% Confidence Interval	Standard Deviation (Coeff. of Variation)
2.39	0.50 - 5.58	2.30 / 3.30	2.28 - 2.50	0.69 ( 29%)

## Data Plot and Equation





## Shopping Center - Non-December (820)

The following table presents a time-of-day distribution of parking demand **during a non-December month** on a weekday (18 study sites), a Friday (seven study sites), and a Saturday (13 study sites).

Hour Beginning	Percent of Non-December Peak Parking Demand		
	Weekday	Friday	Saturday
12:00-4:00 a.m.	—	—	—
5:00 a.m.	—	—	—
6:00 a.m.	—	—	—
7:00 a.m.	—	—	—
8:00 a.m.	15	32	27
9:00 a.m.	32	50	46
10:00 a.m.	54	67	67
11:00 a.m.	71	80	85
12:00 p.m.	99	100	95
1:00 p.m.	100	98	100
2:00 p.m.	90	90	98
3:00 p.m.	83	78	92
4:00 p.m.	81	81	86
5:00 p.m.	84	86	79
6:00 p.m.	86	84	71
7:00 p.m.	80	79	69
8:00 p.m.	63	70	60
9:00 p.m.	42	—	51
10:00 p.m.	15	—	38
11:00 p.m.	—	—	—

### Additional Data

The parking demand database includes data from strip, neighborhood, community, town center, and regional shopping centers. Some of the centers contain non-merchandising facilities, such as office buildings, movie theaters, restaurants, post offices, banks, health clubs, and recreational facilities.

Many shopping centers, in addition to the integrated unit of shops in one building or enclosed around a mall, include outparcels (peripheral buildings or pads located on the perimeter of the center adjacent to the streets and major access points). These buildings are typically drive-in banks, retail stores, restaurants, or small offices. Although the data herein do not indicate which of the centers studied included peripheral buildings, it can be assumed that some of the data show their effect.

# Shopping Center - Non-December (820)

Peak Period Parking Demand vs: 1000 Sq. Ft. GLA

On a: Saturday

Setting/Location: General Urban/Suburban

Peak Period of Parking Demand: 11 :00 a.m. - 5:00 p.m.

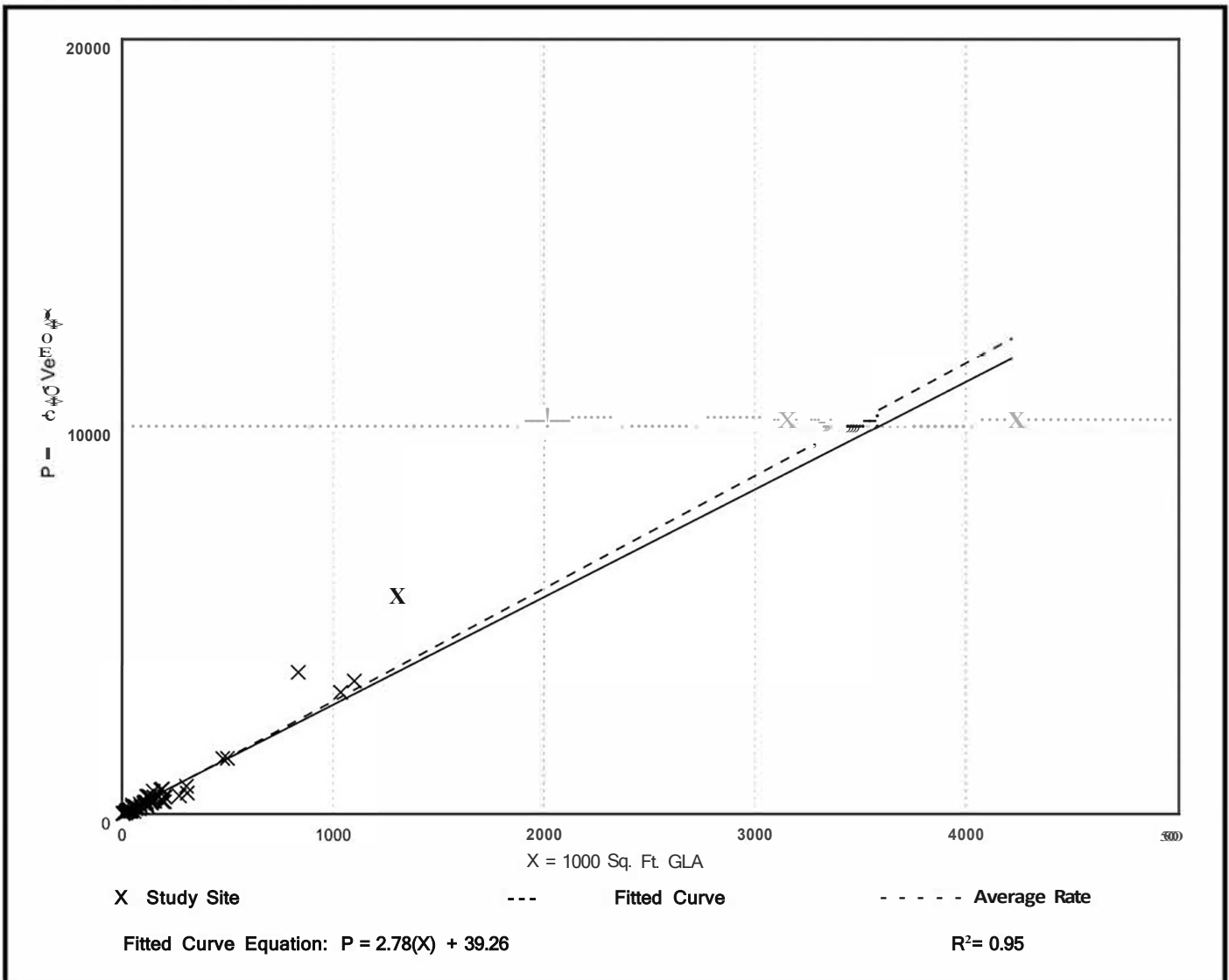
Number of Studies: 58

Avg. 1000 Sq. Ft. GLA: 313

## Peak Period Parking Demand per 1000 Sq. Ft. GLA

Average Rate	Range of Rates	33rd / 85th Percentile	95% Confidence Interval	Standard Deviation (Coef. of Variation)
2.91	1.15 - 4.72	2.27 / 3.74	2.72 - 3.10	0.74 ( 25%)

## Data Plot and Equation



# Shopping Center - Non-December (820)

Peak Period Parking Demand vs: 1000 Sq. Ft. GLA

On a: Weekday (Monday - Thursday)

Setting/Location: General Urban/Suburban

Peak Period of Parking Demand: 12:00 - 6:00 p.m.

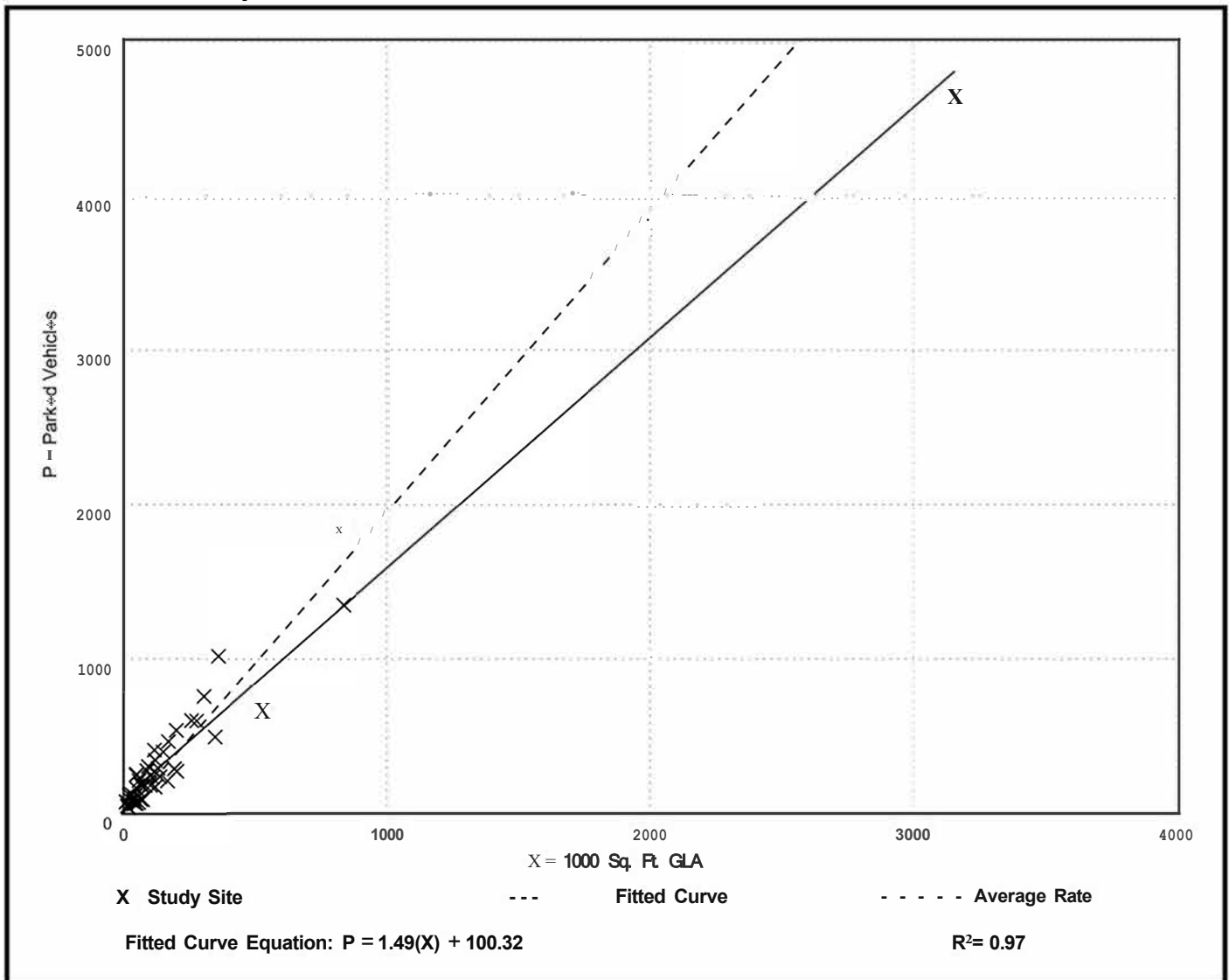
Number of Studies: 46

Avg. 1000 Sq. Ft. GLA: 218

## Peak Period Parking Demand per 1000 Sq. Ft. GLA

Average Rate	Range of Rates	33rd / 85th Percentile	95% Confidence Interval	Standard Deviation (Coeff. of Variation)
1.95	1.27 - 7.98	1.99 / 3.68	1.73-2.17	0.75 ( 38%)

## Data Plot and Equation



## Land Use: 931 Quality Restaurant

### Description

This land use consists of high quality, full-service eating establishments with a typical duration of stay of at least one hour. They are also commonly referred to as fine dining. Quality restaurants generally do not serve breakfast; some do not serve lunch; all serve dinner. This type of restaurant often requests and sometimes requires a reservation and is generally not part of a chain. A patron commonly waits to be seated, is served by wait staff, orders from a menu and pays after the meal. Some of the study sites have lounge or bar facilities (serving alcoholic beverages), but they are ancillary to the restaurant. Fast casual restaurant (Land Use 930) and high-turnover (sit-down) restaurant (Land Use 932) are related uses.

### Time of Day Distribution for Parking Demand

The following table presents a time-of-day distribution of parking demand on a Monday-through-Thursday weekday (one study site) and a Friday (one study site) in a general urban/suburban setting.

Hour Beginning	Percent of Peak Parking Demand	
	Weekday	Friday
12:00-4:00 a.m.	–	–
5:00 a.m.	–	–
6:00 a.m.	–	–
7:00 a.m.	–	–
8:00 a.m.	–	–
9:00 a.m.	–	–
10:00 a.m.	–	–
11:00 a.m.	20	11
12:00 p.m.	51	37
1:00 p.m.	56	54
2:00 p.m.	40	29
3:00 p.m.	27	22
4:00 p.m.	27	14
5:00 p.m.	39	18
6:00 p.m.	71	42
7:00 p.m.	100	91
8:00 p.m.	97	100
9:00 p.m.	–	–
10:00 p.m.	–	–
11:00 p.m.	–	–

# Quality Restaurant (931)

**Peak Period Parking Demand vs: Seats**

**On a: Friday**

**Setting/Location: General Urban/Suburban**

Peak Period of Parking Demand: 7:00 - 9:00 p.m.

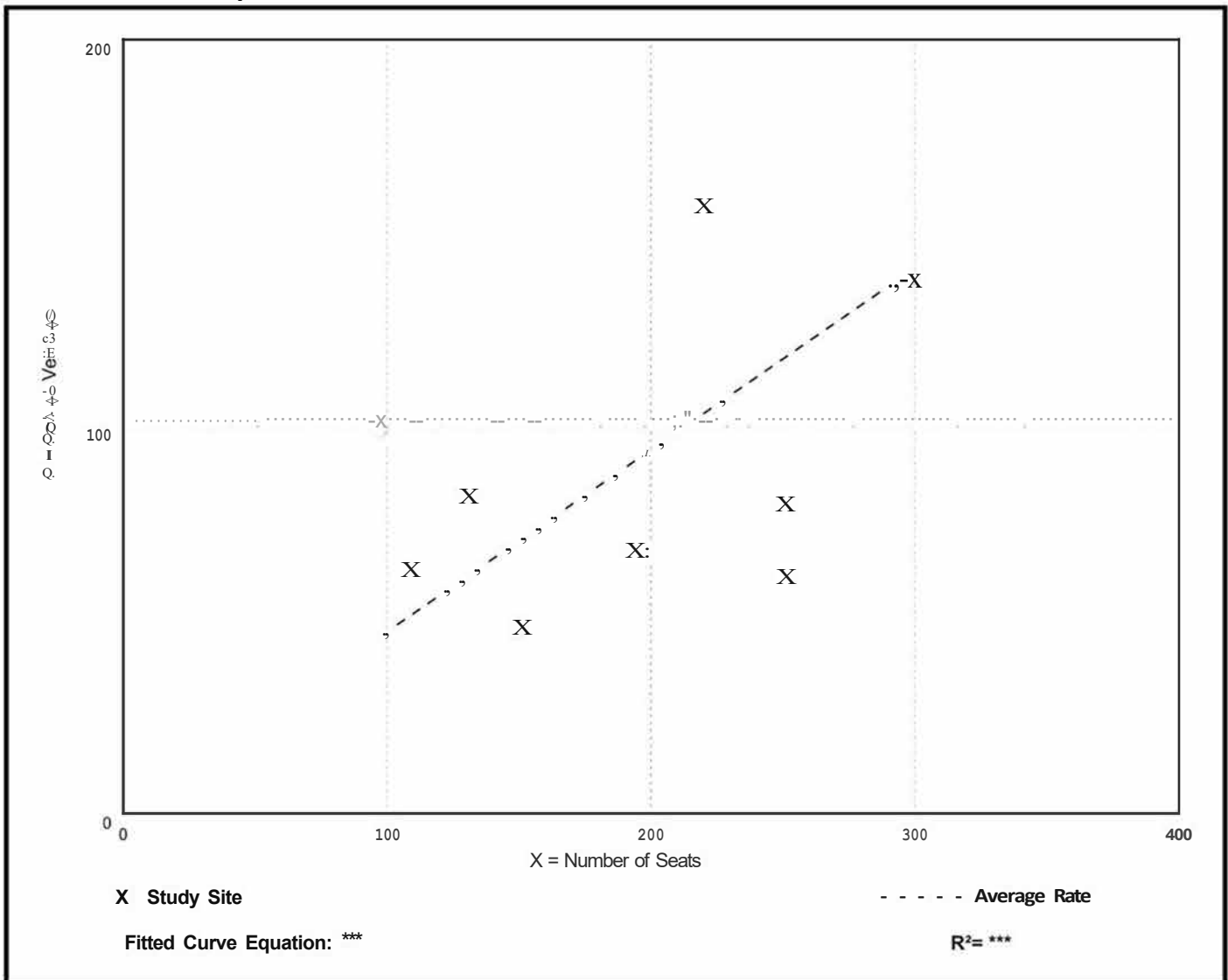
Number of Studies: 9

Avg. Num. of Seats: 189

## Peak Period Parking Demand per Seat

Average Rate	Range of Rates	33rd / 85th Percentile	95% Confidence Interval	Standard Deviation (Coeff. of Variation)
0.47	0.24 - 1.00	0.33 / 0.86	***	0.22 ( 47%)

## Data Plot and Equation



# Quality Restaurant (931)

**Peak Period Parking Demand vs: Seats**

**On a: Saturday**

**Setting/Location: General Urban/Suburban**

Peak Period of Parking Demand: 7:00 - 8:00 p.m.

Number of Studies: 4

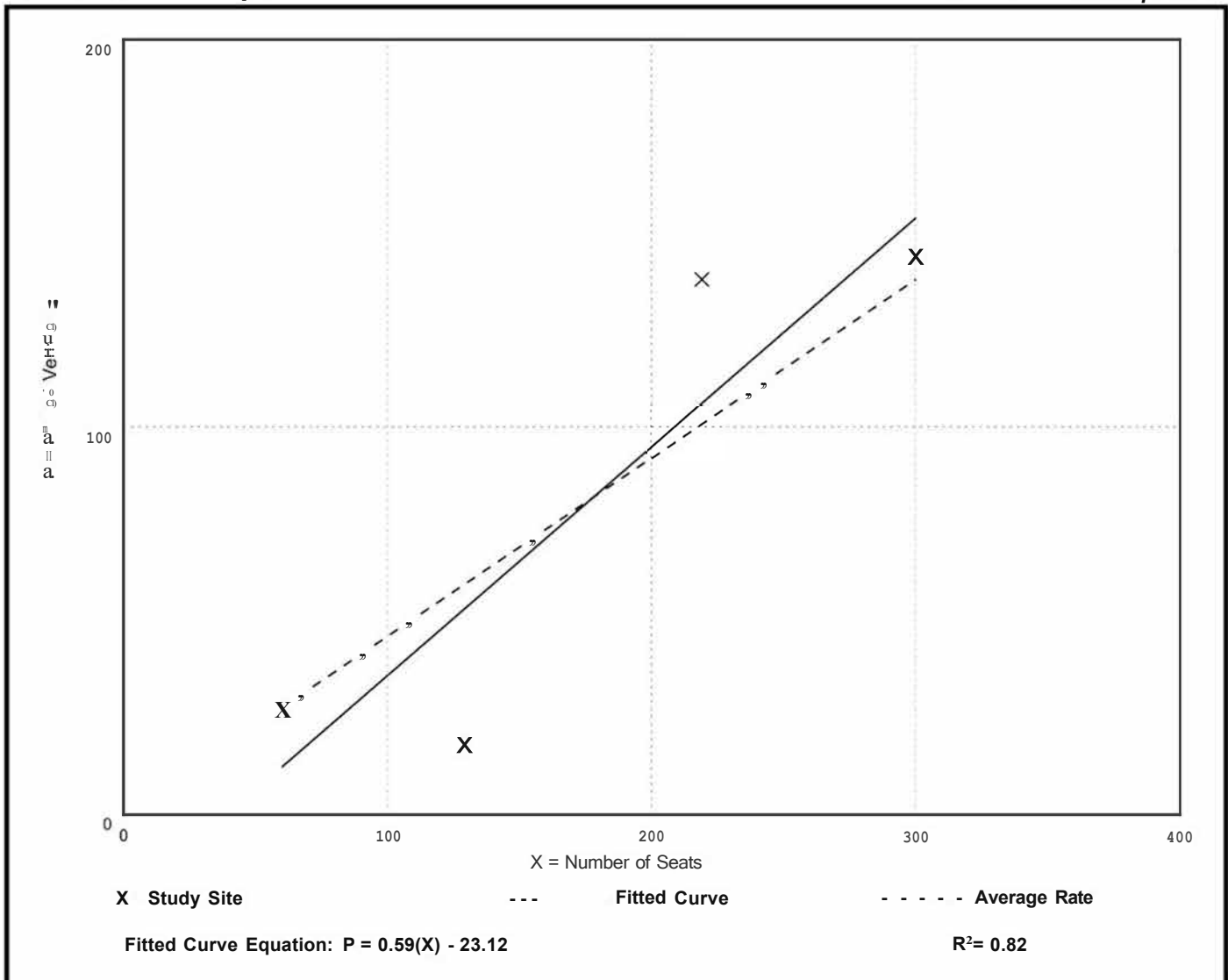
Avg. Num. of Seats: 177

## Peak Period Parking Demand per Seat

Average Rate	Range of Rates	33rd / 85th Percentile	95% Confidence Interval	Standard Deviation (Coeff. of Variation)
0.46	0.14 - 0.63	0.34 / 0.63	***	0.19(41%)

## Data Plot and Equation

*Caution - Small Sample Size*



# Quality Restaurant (931)

**Peak Period Parking Demand vs: Seats**

**On a: Weekday (Monday - Thursday)**

**Setting/Location: General Urban/Suburban**

Peak Period of Parking Demand: 7:00 - 8:00 p.m.

Number of Studies: 2

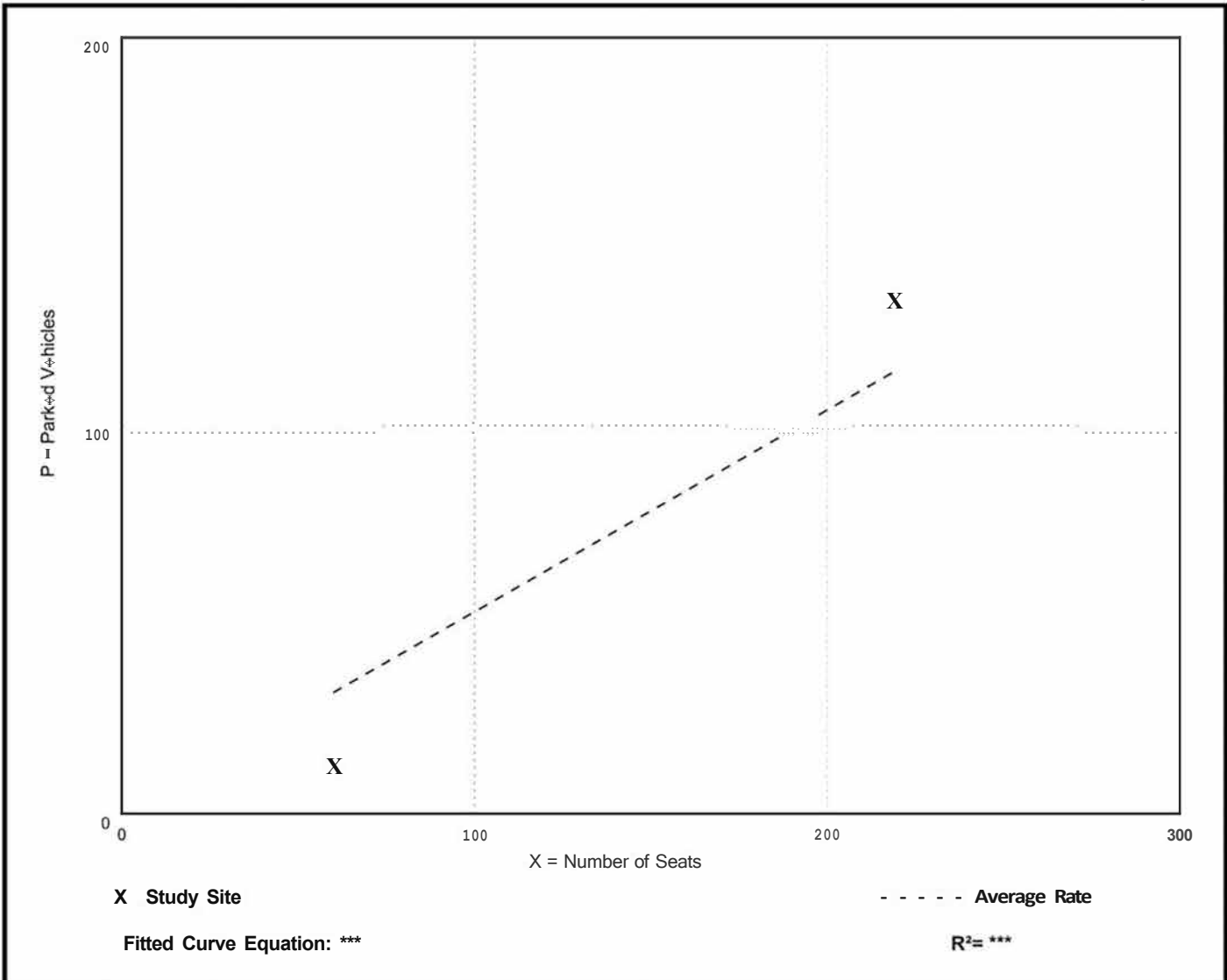
Avg. Num. of Seats: 140

## Peak Period Parking Demand per Seat

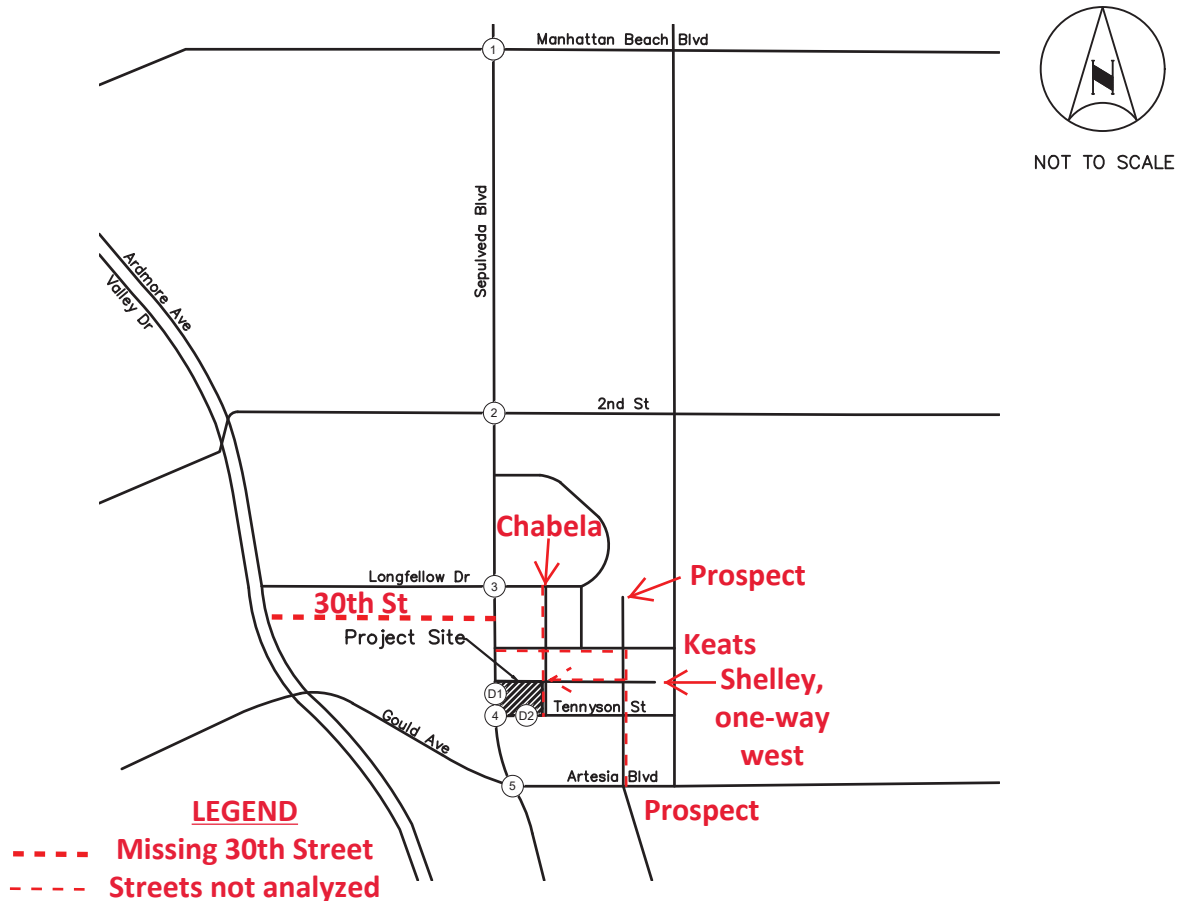
Average Rate	Range of Rates	33rd / 85th Percentile	95% Confidence Interval	Standard Deviation (Coeff. of Variation)
0.52	0.20 - 0.60	*** / ***	***	*** (***)

## Data Plot and Equation

*Caution - Small Sample Size*



PROJECT FAILED TO ANALYZE TRAFFIC IMPACTS ON RESIDENTIAL STREETS



1. Sepulveda Blvd at Manhattan Beach Blvd	2. Sepulveda Blvd at 2nd St	3. Sepulveda Blvd at Longfellow Dr	4. Sepulveda Blvd at Tennyson St
5. Sepulveda Blvd at Artesia Blvd/Gould Ave	D1. Sepulveda Blvd at Project Driveway 1	D2. Tennyson St at Project Driveway 2	

**LEGEND:**

- = Study Intersection
- = Turn or Through Lane
- = Signal
- OV = Right Turn Overlap

**FIGURE 3  
 EXISTING LANE CONFIGURATION  
 AND TRAFFIC CONTROL**



EXHIBIT 4. REBUTTAL TO KHA PARKING AND TRAFFIC TESTIMONY



sm

P.O. Box 18355  
Irvine CA 92623  
e-mail: [tepirvine@sbcglobal.net](mailto:tepirvine@sbcglobal.net)

phone: 949 552 4357

mobile: 909 263 0383

December 14, 2020

Don McPherson  
1014 1<sup>st</sup> Street Manhattan Beach, CA 90266  
Cell 310 487 0383  
[dmcphersonla@gmail.com](mailto:dmcphersonla@gmail.com)

Subject: Response to Kimley Horn Associates (KHA) Comments at Manhattan Beach  
Planning Commission Meeting of November 18, 2020

Dear Don,

Per your request TEP provided testimony concerning the proposed 600 PCH project at the Manhattan Beach Planning Commission meeting of November 18, 2020. In our testimony, we identified several major deficiencies in the traffic and shared parking analyses prepared by KHA on behalf of the subject project. KHA staff was present at the meeting and provided a response to our comments.

Attached is our review of the comments provided by KHA staff. As we are documenting in this transmittal, the KHA response is inadequate, failing to address the deficiencies we have identified.

It is our opinion that the traffic and shared parking analyses need to be significantly revised in order to address the issues that we have raised.

Please let me know if you need additional information concerning this matter.

Best regards,

A handwritten signature in black ink, appearing to read 'Craig S. Neustaedter', written in a cursive style.

Craig S. Neustaedter  
California Registered Traffic Engineer  
License #1433, Expiration: 12/31/2020

## EXHIBIT 4. REBUTTAL TO KHA PARKING AND TRAFFIC TESTIMONY

### Rebuttal to Parking and Traffic Testimony, 600 S. Sepulveda Blvd, Manhattan Beach Planning Commission Meeting, November 18, 2020

At the Manhattan Beach Planning Commission meeting of November 18, Jason Melchor of Kimley Horn Associates [“KHA”] testified to written comments that TEP submitted concerning the proposed 600 PCH project.

The consultant did not respond to two substantial deficiencies that we identified in the KHA traffic analysis, specifically:

- 1) The traffic analysis makes no attempt to address the prospective additional traffic impacts to local residential streets, namely, Keats St., Shelley St., Chabela Dr., Prospect Ave., and 30<sup>th</sup> St.
- 2) Lack of a cumulative impact analysis, including the cumulative impacts with the Skechers Design Center currently under construction.

KHA also failed to address that the municipal code limits shared-parking reductions to 15% of that required by uses individually, or 36 spaces, whereas they reduced parking by 83 spaces.

In addition, the consultant did not adequately respond to deficiencies we identified in the shared parking analysis that was prepared to justify significant under-parking of the project site. As well-documented, the shared parking analysis should be based on the 85 percentile ITE parking generation rate<sup>1</sup>, and not the average as was used by KHA.

Exhibit 1 illustrates that the industry literature unambiguously recommends use of the 85<sup>th</sup> percentile for peak-parking rates. Mr. Melchor did not provided a justifiable reason for using the average rate, instead of the 85 percentile.

Also, it is important to note, in the traffic study scoping agreement entered into with the city traffic engineer (dated March 10, 2020), KHA agreed to analyze the on-site hotel as an All Suites Hotel (ITE Code 311). Instead, KHA analyzed the hotel as Business Hotel (ITE Code 312). This is important because the Business Hotel category has a significantly lower parking generation rate than that of All Suites Hotel category. Use of the incorrect category is one factor resulting in a calculation of the on-site parking need that is incorrectly low.

The ITE Code 311 All-Suites Hotel in *Parking Generation*<sup>1</sup> requires a suite to have a sitting room separate from the bedroom and often a kitchen. The hotel, however, has only single rooms.

Exhibit 2 illustrates that the project more closely resembles an ITE Code 310 Hotel, by virtue of its lobby dining room and rooftop alcohol-service areas operating from 7 AM to 1 AM. A business hotel typically provides only “a breakfast buffet bar and afternoon beverage bar.”<sup>1</sup>

Consequently, KHA should have used the peak-parking rates for a Code 310 Hotel, which substantially exceed those of both a Business Hotel and an All-Suites Hotel.

---

<sup>1</sup> *Parking Generation, 5<sup>th</sup> ed.*, Institute of Transportation Engineers [“ITE”], 2020

## EXHIBIT 4. REBUTTAL TO KHA PARKING AND TRAFFIC TESTIMONY

### EXHIBIT 1. KHA SHOULD HAVE USED 85<sup>th</sup> PERCENTILE PEAK-PARKING RATES, NOT AVERAGE

#### Kimley-Horn and Associates [“KHA”]:

“there was a comment also utilizing the, the 85th percentile, um, parking rate, uh, which is a fair comment. Um, so in response to that, uh, we, we did use the average rate to determine the parking demand of the hotel, because that rate is more representative of the size of the proposed development.” [Transcript, 18 Nov 20, p. 15, para. 3]

The KHA report cites ULI *Shared Parking 2<sup>nd</sup> ed.*<sup>2</sup> as a data source for their parking analysis. [Staff Report, 14 Oct 20, Table A-1, p.33]

ULI *Shared Parking* states, however,

“After considerable debate, the study team for this second edition of *Shared Parking* adopted the **85th percentile** of peak-hour observations in developing recommended parking ratios.” [ibid p. 22, Emphasis added]

Furthermore, *Shared Parking* cites four other references in the literature that state the 85<sup>th</sup> percentile as the industry standard, as follows:

“In a 1990 article, an Institute of Transportation Engineers (ITE) committee recommended use of the **85th percentile** as an appropriate design standard. Weant and Levinson and Smith generally recommended the **85th percentile**, as did the Parking Consultants Council.”<sup>3, 4, 5, 6</sup> [ibid p. 22, Emphasis added]

Five references in the literature recommend using the 85<sup>th</sup> percentile for peak-parking rate, as provided in *ITE Parking Generation*.<sup>1</sup> In contrast, Kimley-Horn has failed to provide any evidence that supports their use of the average rate for parking demand.

The table illustrates that the KHA parking ratios considerably understate the industry standard, namely, the ITE 85<sup>th</sup> percentile values. For example, compare the rates of parking per hotel room on Saturday. The KHA analysis uses 0.64 vehicles per room, rather than the 1.55 ratio for the ITE 85<sup>th</sup> percentile. As result, they understate the hotel parking as only 41% of the total required by the ITE 85<sup>th</sup> percentile. For 162 rooms, that equals a 96-space shortfall.

#### KHA Analysis Average Parking Rates Much Less Than ITE 85<sup>th</sup> Percentile.

Use	ITE 85 <sup>th</sup> Percentile Parking Ratio		KHA Average Parking Ratios	
	Saturday	Weekday	Saturday (1)	Weekday (2)
Hotel, Per Room	1.55	0.99	0.64	0.72
Office, Per 1000-SqFt	0.73	3.30	0.28	2.39
Retail, Per 1000 SqFt	3.74	3.68	2.91	1.95

(1) 14 October 2020 Staff Report, Attachment D, Kimley-Horn Parking Evaluation, Table 3

(2) ibid, Table 2

<sup>2</sup> *Shared Parking, 2<sup>nd</sup> ed*, Mary Smith, Urban Land Institute, 2005

<sup>3</sup> *Using the ITE Parking Generation Report*, ITE Journal, pp. 25-32, July 1990

<sup>4</sup> *Parking*, Robert Weant and Herbert S. Levinson, Eno Foundation for Transportation, Westport Conn., 1990

<sup>5</sup> *The Dimensions of Parking, 3<sup>rd</sup> ed.*, pp. 47-53, Mary S. Smith, Urban Land Institute 1993

<sup>6</sup> *Recommended Zoning Ordinance Provisions for Parking and Off-Street Loading Spaces*, Parking Consultants Council, National Parking Association, Washington DC, 1992.

**EXHIBIT 4. REBUTTAL TO KHA PARKING AND TRAFFIC TESTIMONY**

**EXHIBIT 2. KHA SHOULD HAVE USED ITE CODE 310 HOTEL MODEL, NOT BUSINESS MODEL**

**Kimley-Horn and Associates [“KMA”]:**

*“one of the comments that was provided that, uh, the rates used in the comment letter was using, uh, an ITE that, uh, that... ITE code, uh, 310 for hotel, which our project is not. It- it's more, uh, like a business hotel or an all-suites hotel,”* [Transcript, 18 Nov 20, p. 15, para. 2]

For a hotel model in ITE *Parking Generation*, KMA used 312 Business Hotel, without justifying their selection. Per the table below, it appears they chose a business hotel over others, because it has the lowest parking rate per room, thereby reducing the number of spaces required.

**Average Peak-Parking Demand, Vehicles Per Room<sup>1</sup>**

(Note: Average rates result in overflow approximately 50% of the time during peak demand)

ITE Hotel Code	310 Hotel	311 All-Suites Hotel	<b>312 Business Hotel*</b>
Saturday	1.18	0.91	<b>0.64</b>
Weekdays	0.74	0.77	<b>0.72</b>

\* ITE Code 312 Business Hotel has the lowest peak-parking rates

ITE *Parking Generation* defines a Code 312 Business Hotel as:

*“a place of lodging aimed toward the business traveler but also accommodates a growing number of recreational travelers. These hotels provide sleeping accommodations and other limited facilities, such as a breakfast buffet bar and afternoon beverage bar.”* [ITE Code 312 Business Hotel p. 231]

In comparison, the project has an open-deck alcohol-service area on the 4<sup>th</sup> floor, with sweeping ocean views and live entertainment. The hotel application states they will permit private parties in the area, such as weddings and birthdays.

ITE *Parking Generation* defines a Code 310 Hotel, however, as:

*“a place of lodging that provides sleeping accommodations and supporting facilities such as a full-service restaurant, cocktail lounge, meeting rooms, banquet room, and convention facilities. It typically provides a swimming pool or another recreational facility such as a fitness room.”* ITE Code 310 Hotel, p. 215]

This corresponds to the project, which per the plans and the Type 47 alcohol license, has a full-service public restaurant, a lobby cocktail lounge, a rooftop 4<sup>th</sup>-floor alcohol service area, meeting rooms and a fitness room.

It appears that the ITE Code 310 Hotel model fits the project description, rather than the Code 312 Business Hotel model selected by the applicant, apparently to minimize the parking spaces required.

**EXHIBIT 5. ABC TYPE 47 LICENSE REQUIRES HOTEL ALCOHOL-SERVING AREAS OPEN TO PUBLIC**

**Lauren C. Tyson  
Liquor License Advisor®  
732 Radiant Ct.  
Oconomowoc, WI 53066-3427  
Phone (951) 226-4038**

December 14, 2020

Donald A. McPherson  
1014 - 1st Street  
Manhattan Beach, CA 90266

RE: Proposed Type 47 License  
Applicant: MB Hotel Partners, LLC  
600 S. Sepulveda Boulevard (Pacific Coast Highway)  
Manhattan Beach, CA

Dear Dr. McPherson:

As requested, I have reviewed the following documents received from you on November 25, 2020:

- 201120-AppealsGroundsReport.pdf
- ABC510-Instructions-2016-600PCH.pdf
- 2020\_CA\_ABC\_Act.pdf

I also reviewed two of the six items contained in your Drop Box:

- 201118-600SSepulvedaPlans...
- 201118-PC-600PCH-StaffRep...

You have asked me to address the public access issue on this matter.

My comments and opinions are based on my 29 years of experience working at the Department of Alcoholic Beverage Control (ABC), including 24 years as a sworn peace officer (Investigator, Supervising Investigator, and District Administrator). Among other duties during that time, I designed and managed the state's Licensee Education on Alcohol and Drugs Program that provides training to licensees on laws, rules, regulations. I have also been self-employed for 12 years as an independent liquor license consultant and expert witness on alcohol licensing, compliance, and alcohol standard of care. In addition, as co-founder and partner in Alcohol Policy Advisors, LLC, I provided certified *Nuisance-Free Bars* training to police and city planners. The aim of the training was to prevent and reduce alcohol-related problems at on-sale licensed establishments in California.

## EXHIBIT 5. ABC TYPE 47 LICENSE REQUIRES HOTEL ALCOHOL-SERVING AREAS OPEN TO PUBLIC

### Report Summary

Based on my review of the project, I conclude that the project fails to comply with ABC regulations for a Type 47 On Sale General license, as follows:

- Only hotel guests have access to alcohol-serving areas, whereas the Type 47 license requires access by the public;
- The hotel will provide limited food service, not full and complete meals as required by Section 23038 B&P Code for a bona fide public eating place; and,
- The limited food service is unlikely to meet the ABC's policy guidelines that food sales at least equal alcohol sales.

### Premises Must be Open to the Public

The proposed Type 47 On-Sale General Bona Fide *Public* Eating Place license authorizes the sale, service, and consumption of beer, wine, and distilled spirits on the premises, and the sale of packaged beer and wine "to go," unless otherwise prohibited by the state or city through conditions (operating restrictions).

A Type 47 license, by definition, is a *public* license. The licensee must permit the public to enter the premise and purchase and consume alcoholic beverages. Exceptions are:

- Private rooms rented as living quarters;
- A designated room, other than guest rooms, covered by a Duplicate License for Designated Persons under Section 24042 B&P Code;
- Prearranged social or business events that require admission by ticket only under Section 23787 B&P Code. This is rare and not part of the applicant's stated business model; and
- Private parties. These are permitted, provided the entire licensed premises is not closed to the public. Part of the premises must remain open with full meal service during normal meal hours.

Some license types may exclude the public, including club licenses, Type 70 On-Sale General Restrictive Service for suite-type hotels that offer guests "complimentary" happy hour, and Type 67 and 80 Bed & Breakfast Inns, which authorize service of alcohol only to registered guests. None of these are the applicant's stated business model.

For a Type 47 licensee, exclusions in admission policy do exist that are not "first come, first serve." A rational basis for such exclusions may include, for example, excluding or escorting out a repeat troublemaker, obviously intoxicated person, or person who violates a written dress code such as "no gang colors/attire."

The last section of this report, Critique of Applicant's Planned Operation, concludes that the city Resolution No. PC 20- and the project application do not comply with ABC regulations regarding public access to Type 47 alcohol-serving areas.

## EXHIBIT 5. ABC TYPE 47 LICENSE REQUIRES HOTEL ALCOHOL-SERVING AREAS OPEN TO PUBLIC

### Food Service

A Type 47 licensee must comply with Sections 23038 and 23787 B&P Code and ABC policy guidelines, as quoted below:

#### § 23038. “Bona fide public eating place”; “Meals”; “Guests”

“Bona fide public eating place” means a place which is regularly and in a bona fide manner used and kept open for the serving of meals to guests for compensation and which has suitable kitchen facilities connected therewith, containing conveniences for cooking an assortment of foods which may be required for ordinary meals, the kitchen of which must be kept in a sanitary condition with the proper amount of refrigeration for keeping of food on said premises and must comply with all the regulations of the local department of health. “Meals” mean the usual assortment of foods commonly ordered at various hours of the day; *the service of such food and victuals only as sandwiches or salads shall not be deemed a compliance with this requirement.* “Guests” shall mean persons who, during the hours when meals are regularly served therein, come to a bona fide public eating place for the purpose of obtaining, and actually order and obtain at such time, in good faith, a meal therein. [Emphasis added.]

On July 5, 2020, ABC published this industry advisory on its website, further defining a “meal”<sup>1</sup>:

“This Advisory provides guidance as to what servings of food licensees must prepare and offer to comply with this requirement. Business and Professions Code section 23038 provides that, “Meals’ means the usual assortment of foods commonly ordered at various hours of the day; *the service of such food and victuals only as sandwiches or salads shall not be deemed a compliance with this requirement.*”

“Given the tremendous variety of foods available at the many different licensed premises, this definition provides necessary flexibility to look at the totality of the circumstances in determining whether or not the food service provided by a licensee is a legitimate offering of meals in a bona fide manner. In evaluating this, the Department generally looks at the various menu offerings, availability during typical meal hours, and whether the food offered is served in a reasonable quantity and what a reasonable person might consider to be a meal consumed at breakfast, lunch, or dinner. For example, although multiple courses are not required to constitute a meal, in order for the patron to be served a meal there should be a sufficient quantity that it would constitute a main course in a multiple-course dining experience.

“It is often easier to describe what does not constitute a bona fide meal. In that regard, while the statute excludes mere offerings of sandwiches and salad, the Department does recognize that many sandwiches and salads are substantial and can constitute legitimate meals. Once again, the Department looks at the totality of circumstances and generally considers that pre-packaged sandwiches and salads would not typically meet this standard. In addition, the *Department will presume that the following, and offerings similar to them, do not meet the meal requirement:*

- “Snacks such as pretzels, nuts, popcorn, pickles, and chips
- Food ordinarily served as appetizers or first courses such as cheese sticks, fried calamari, chicken wings, pizza bites (as opposed to a pizza), egg rolls, pot stickers, flautas, cups of soup, and any small portion of a dish that may constitute a main course when it is not served in a full portion or when it is intended for sharing in small portions
- Side dishes such as bread, rolls, French fries, onion rings, small salads (green, potato, macaroni, fruit), rice, mashed potatoes, and small portions of vegetables
- Reheated refrigerated or frozen entrees
- Desserts”

<sup>1</sup>“What is Considered a ‘Meal?’ Guidance as to what servings of food licensees must prepare and offer to comply with this requirement.” Department of Alcoholic Beverage Control, accessed December 3, 2020, <https://www.abc.ca.gov/what-is-required-to-be-considered-a-meal/>

## EXHIBIT 5. ABC TYPE 47 LICENSE REQUIRES HOTEL ALCOHOL-SERVING AREAS OPEN TO PUBLIC

[Emphasis added.]

Section 23787 B&P Code requires a Type 47 licensed premise to be “equipped and maintained in good faith:”

### **§ 23787. On-sale license for sale of alcoholic beverages in public eating place**

The department shall, before issuing any on-sale license for the sale of alcoholic beverages to be consumed or otherwise disposed of in any bona fide public eating place, determine whether the public eating place is *equipped and maintained in good faith* for sales to and consumption by the public of meals upon the premises. . . .

### **ABC Policy Guidelines For Bona Fide Public Eating Place<sup>2</sup>**

A. “The Department will presume that premises are operating as a bona fide public eating place if:

The gross sales of food prepared and sold to guests on the premises exceeds the gross sales of alcoholic beverages.<sup>3</sup>

The above presumption cannot be applied to premises which sell only sandwiches or salads. . . .”

B. “Premises which do not operate within the conditions listed above will be evaluated individually according to the following guidelines:”

(1) “Premises must be regularly kept open and in a bona fide manner used for the serving of meals to guests for compensation.

Definitions:

(a) ‘Regularly kept open’ – Premises which operate as a bona fide public eating place shall be considered regularly kept open provided they make actual and substantial sales of meals during the normal meal hours at least five days a week. Normal meal hours are considered to be

Breakfast	6 a.m. – 9:00 a.m.
Lunch	11 a.m. – 2:00 p.m.
Dinner	6 p.m. – 9:00 p.m.”

“Premises which are not open five days a week shall serve meals during normal meal hours on the days they are open. . . .”

(b) “‘Used in a bona fide manner’ – Premises will be considered as being used in a bona fide manner if:

(i) There is a real offer or holding out to sell meals when the premises are open (as provided for above).”

---

<sup>2</sup> Department of Alcoholic Beverage Control, *Instructions, Interpretations and Procedures*, L-24.1 - L-24.2, April 1, 1975

<sup>3</sup> Some licensees have a “conditional” ABC license that requires food sales to at least equal alcohol sales, as discussed under “Meal-Service Conditions,” below.



## EXHIBIT 5. ABC TYPE 47 LICENSE REQUIRES HOTEL ALCOHOL-SERVING AREAS OPEN TO PUBLIC

- (ii) “Actual and substantial sales of meals are made to guests for compensation.” Incidental, sporadic, or infrequent sales of meals or a mere offering of meals without actual sales shall not be deemed sufficient to consider premises as being used in a bona fide manner.”
  - (c) “‘Meals’ – Means the usual assortment of food commonly ordered at various hours of the day. The service of such food and victuals only as sandwiches or salads shall not be deemed compliance with this requirement. However, certain special entrées, such as: pizza, fish, ribs, etc., and an assortment of other foods, such as: soups, salads or desserts, may be considered a meal.”
- (2) “Premises must be equipped and maintained in good faith for sales to, and consumption by, the public of meals upon the premises.

“Definition:

- (a) ‘Equipped and maintained in food faith.’
  - (i) Premises must possess, in operative condition, such conveniences for cooking foods such as stoves, ovens, broilers, or other devices, as well as pots, pans . . .
  - (ii) Premises must possess the necessary utensils, table service . . .
  - (iii) Premises must make an actual offer or holding out of sales of food to the public by such devices as menus, posters or signs.
  - (iv) Premises must possess a supply of goods adequate to make substantial sales of meals.”
- (3) “Food facilities must be maintained in a sanitary condition . . . to comply with all regulations of the local health department.”

(Added 10-20-71.)

### License Conditions in General

Like a driver’s license, a liquor-licensed business may be issued subject to conditions (operating restrictions). ABC or local officials may impose conditions, which are meant to minimize any adverse effects and harms from the sale of alcohol.

ABC conditions are written by the ABC’s legal staff. There are dozens of “boilerplate” conditions, but each ABC license application or situation is unique and may require different conditions. Often, the wording of ABC conditions will mirror city-imposed conditions and vice versa. For example, “some licensees have a ‘conditional’ license that requires food sales to be 50% or more of the total gross sales.” (ABC-608, Section 16. Food Requirements)

Licensees and their staff need to be familiar with both state and city conditions, but often are not. Violation of license conditions is common. The ABC considers it one of the more serious offenses

## EXHIBIT 5. ABC TYPE 47 LICENSE REQUIRES HOTEL ALCOHOL-SERVING AREAS OPEN TO PUBLIC

because without the conditions, it would not have issued the license in the first place.

### Meal-Service Conditions

The ABC and cities often impose one or more conditions to ensure a premise operates as a restaurant and does not morph into a bar or nightclub. The ABC often uses this wording:

The quarterly gross sales of alcoholic beverages shall not exceed the gross sales of food during the same period. The licensee shall at all times maintain records which reflect separately the gross sale of food and the gross sales of alcoholic beverages of the licensed business. Said records shall be kept no less frequently than on a quarterly basis and shall be made available to the Department on demand.

In the following section, this report concludes that the project does not comply with the ABC requirements for a bona fide public eating place, as required by the Type 47 license.

### Critique of Applicant's Planned Operation

Attachment D of the November 18 staff report (page 91 of the PDF) states, in part:

"The applicant describes with limited amenities for guests including a small fitness center, business center, and meeting room. The applicant further described the "select service" hotel model as offering *patrons of the hotel and their guests only limited menu options for breakfast to complement its buffet-style breakfast service* which will be located on the ground floor lobby area.

"*Limited menu options for appetizers, etc. will be available at other times of the day along with beverage service also to be provided on the ground floor.* Room service is not provided. This limited level of service is considered an amenity provided to patrons of the hotel. The hotel also incorporates an outdoor terrace on the fourth floor facing Sepulveda Boulevard where alcohol beverages and *limited food service like appetizers* will be offered to hotel guests. The applicant is requesting that the outdoor terrace be allowed to operate between 7:00 a.m. and 1:00 a.m. seven days a week. The Draft Resolution requires that alcohol service be in conjunction with *food service* at all times. Limited live entertainment is permitted on the fourth-floor outdoor terrace if the entertainment is provided for the enjoyment of the *hotel patrons only*, the hotel owner obtains an Entertainment Permit per M.B.M.C. 4.20.050, and the entertainment ends no later than 9:00 p.m. The applicant is considering returning to the Planning Commission at a later date to classify the downstairs dining and upstairs terrace as a restaurant use." [Emphasis added.]

The city's conditions of approval in Resolution No. PC-20 related to meal service are as follows (emphasis added):

#12. Hours of operation for the hotel's *limited dining options*, including full alcohol service, shall be permitted as follows; Monday – Sunday 7:00 a.m. – 1:00 a.m.

#14. Alcohol service shall be conducted only in conjunction with *food service* during all hours of operation. The hotel's eating and drinking options are for *the use of hotel patrons*

## EXHIBIT 5. ABC TYPE 47 LICENSE REQUIRES HOTEL ALCOHOL-SERVING AREAS OPEN TO PUBLIC

only.

#15. Live entertainment is prohibited on the fourth-floor outdoor terrace unless all the following criteria are met:

- A. The live entertainment is provided for the enjoyment of *hotel patrons only*
- B. An Entertainment Permit shall be obtained by the hotel management as outlined in M.B.M.C. 4.20.050
- C. No live entertainment shall be allowed after 9:00 p.m.

These conditions restrict alcohol-serving area to hotel guests only and limit food service, both violations of ABC regulations for a Type 47 license.

Attachment D of the Staff Report says the hotel will serve “. . . *patrons of the hotel and their guests only* . . .” This restriction means it would not meet the requirements of a Type 47 license because they are excluding the public. Attachment E contradicts Attachment D by saying, “Although intended primarily for hotel guest use, the rooftop bar, lounge, and deck *would be open to the public*. . .”

Attachment D of the Staff Report also says there will only be a breakfast buffet and limited food service like appetizers. If the hotel were to be open only during the breakfast buffet hours, it would comply with the meal requirement by serving breakfast. However, since it plans to be open during lunch and dinner hours, it must also serve lunch and dinner meals and not just “limited food service like appetizers.”

Attachment D further says that alcohol service must be in conjunction with food service at all times. The term, “food service” is vague. A Type 47 licensee must serve full and complete meals. Since the fourth-floor outdoor patio will be licensed, limiting patronage to hotel guests during entertainment or any time would mean noncompliance with the Type 47 license.

Attachment E to the staff report (at page 123 of the PDF) states, in part:

“The ground floor of the hotel would include the hotel lobby, lounge area, a bar and dining area, and 39 guest rooms. Back of house uses and 41 guest rooms would be located on Level 2. Level 3 would include back of house uses; 41 guest rooms; and amenities such as a library area, a fitness room, and meeting rooms for hotel guest use. Level 4 would contain back of house uses, 41 guest rooms, and a rooftop bar and lounge with *limited food service* and an expansive outdoor deck fronting on Sepulveda Boulevard and offering an ocean view. *Although intended primarily for hotel guest use, the rooftop bar, lounge, and deck would be open to the public*. . .” [Emphasis added.]

In principle, limited food service in the fourth-floor bar and lounge is acceptable. It is no different than a typical restaurant that has an adjacent bar or lounge serving only appetizers. However, full meals must be offered elsewhere in the premises (i.e., first-floor dining area) during the regular meal hours the hotel is open (breakfast, lunch, and dinner). It is highly unlikely, however, that such an arrangement could comply with Section 23038 or any meal-service condition that ABC would likely impose requiring food service to at least equal alcohol sales.

## EXHIBIT 5. ABC TYPE 47 LICENSE REQUIRES HOTEL ALCOHOL-SERVING AREAS OPEN TO PUBLIC

The entire Condition #14 in Resolution No. PC 20- is poorly worded. “Food service” is vague, and the second sentence, “The hotel’s *eating and drinking options* are for the use of hotel patrons only” contradicts wording elsewhere that the hotel is for “hotel patrons and their guests” and that “. . . the rooftop bar, lounge, and deck would be open to the public.” The city documents are poorly written and ambiguous.

I reviewed the architectural plans, which show that of the total 82 dining seats in the premise, 46 (56%) are on the first floor where, per Attachment D of the Staff Report, there is “only limited menu options for breakfast to complement its buffet-style breakfast service.” The remaining 36 seats (43%) will be in the rooftop lounge area with “limited food service like appetizers.” While the ABC does not require any specific number of seats in a restaurant, it does require the premise to be equipped and maintained in good faith for sales to, and consumption by, the public of meals upon the premises. The existence of tables and table service is part of that.

### Conclusions.

The applicant’s planned operation contradicts itself. The staff report is ambiguous and inaccurate. The documents do, however, establish that the project explicitly violates ABC regulations, as follow:

- Only hotel guests have access to alcohol-serving areas, whereas the Type 47 license requires access by the public;
- The hotel will provide limited food service, not full and complete meals as required by Section 23038 B&P Code for a Bona Fide Public Eating Place; and,
- The limited food service appears inadequate to meet ABC policy guidelines that food sales equal or exceed alcohol sales.

Sincerely,



Lauren C. Tyson

**EXHIBIT 6**

**ANALYSIS OF NORTH STAIR FUNCTIONALITY,  
600 S. SEPULVEDA BLVD.**

**Prepared by:  
Michael Rendler, AIA  
e7 Architecture Studio  
1316 2nd St  
Manhattan Beach, CA 90266**

**Prepared for:  
Donald McPherson  
1014 1st St  
Manhattan Beach, CA 90266**

## EXHIBIT 6. ARCHITECT MICHAEL RENDLER OPINION OF NORTH-STAIR FUNCTIONALITY

Analysis North Stair 600 S Sepulveda Manhattan Beach CA 90266

Subject: Project at 600 S. Sepulveda Blvd

Regarding the subject project, you have requested an analysis regarding compliance with the 2019 California Building Code of the subterranean garage and the functionality of the north stair that connects the garage to the adjoining property, specifically

- 1) Does the means of egress from the garage comply with code?
- 2) Does the north stair qualify as a means of egress from the garage? and,
- 3) What purpose could the north stair serve?

Attachment p. 1 illustrates that the garage means of egress for 500 occupants or less does comply with code, having two stairs on the south side, separated by more than one-half of the length of the maximum overall diagonal dimension of the building.

The north stair, however, does not comply as a means of egress, because it does not discharge into a public way, per Attachment p.1.

Regarding the functionality of the north stair, anecdotally, it appears to provide access between the garage and the adjoining property. Per Attachment p. 2, a note states, "STAIR FROM SUBTERRANEAN PARKING TO ADJ. PROPERTY."

Examination of the Attachment p. 2 ground-floor plan shows that the stair apparently does not have direct access into the hotel.

This letter does not address compliance of the project with the 2019 California Building Code, other than the specific items addressed above.

Michael Rendler AIA

*Michael Rendler*

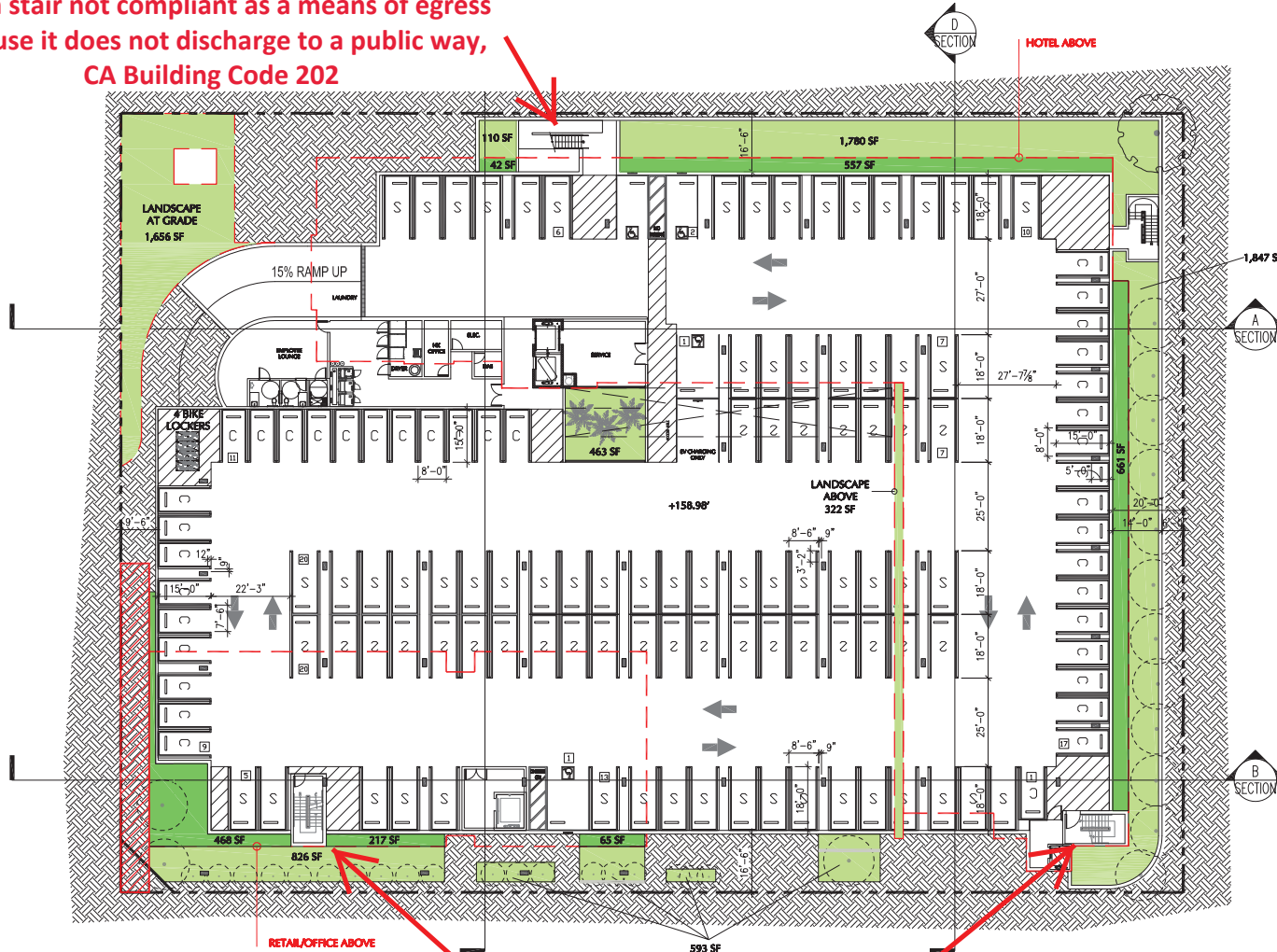
Director

e7 Architecture Studio

Attachment: Plans, pp. 870 & 880, PC MTG 11-18-2020

PROJECT PLANS DEPICTING GARAGE MEANS OF EGRESS AND NORTH STAIR

North stair not compliant as a means of egress because it does not discharge to a public way, CA Building Code 202



Two means of egress compliant with CA Building Code 1006.3.2.1 and 1007.1.1 for occupancy of 500 or less

SHEET NOTES:

1. FOR EACH BICYCLE PARKING SPACE REQUIRED, A STATIONARY OBJECT SHALL BE PROVIDED TO WHICH A USER CAN SECURE BOTH WHEELS AND THE FRAME OF A BICYCLE WITH A USER-PROVIDED (6) CABLE AND LOCK, THE STATIONARY OBJECT MAY BE EITHER A FREESTANDING BICYCLE RACK OR A WALL-MOUNTED BRACKET.
2. PARKING LOTS SHALL HAVE PAVING, DRAINAGE, WHEEL STOPS, LIGHTING, SPACE MARKING, AND DIRECTIONAL SIGNS, WHICH SHALL BE SUBJECT TO APPROVAL OF THE COMMUNITY DEVELOPMENT DIRECTOR.
3. ALL REQUIRED STALLS PROVIDED ARE 8.5' x 18' FOR STANDARD STALLS AND 8' x 15' FOR COMPACT STALLS.

SURFACE	PARKING PROVIDED			TOTAL
	STANDARD	COMPACT	HC	
LOWER LEVEL	88	38	4	130
TOTAL	109	43	6	158 + 1 EV

LANDSCAPE AT GRADE (SF)		
		1656
		110
		1751
		1668
		593
		826
		553
		322
	TOTAL	7479
LANDSCAPE UNDER STRUCTURE (SF)		
		42
		557
		661
		65
		217
		468
	TOTAL	2010
GRAND TOTAL		9489
NET LOT AREA		65419
% OF LANDSCAPE		14.50%

MANHATTAN BEACH HOTEL  
600 S. SEPULVEDA BLVD.  
MANHATTAN BEACH, CA 90266

SUBTERRANEAN PARKING PLAN  
SCALE: 1/32"=1'-0"

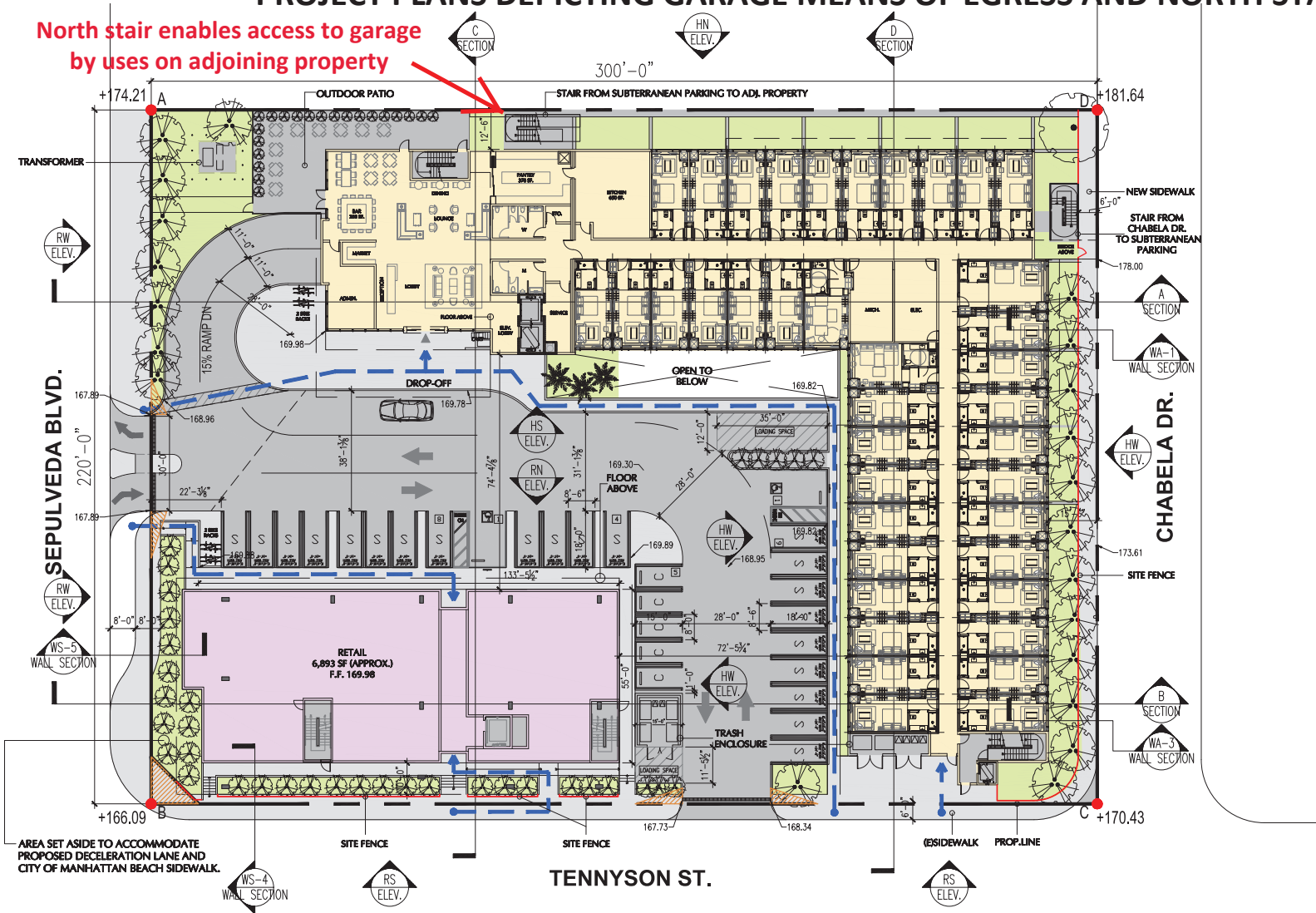
DATE: SEPT. 29, 2020  
JOB NO.: 18543  
SHEET NO.: 11

AXIS GF+  
ARCHITECTURE + DESIGN  
1130 WESTWOOD BLVD • LOS ANGELES, CA 90024  
T 310.208.7020 • F 310.208.7418 • WWW.AXISGF.COM  
Page 879 of 1060  
PC MTG 11-18-2020

EXHIBIT 6. ARCHITECT MICHAEL RENDLER OPINION OF NORTH-STAIR FUNCTIONALITY

PROJECT PLANS DEPICTING GARAGE MEANS OF EGRESS AND NORTH STAIR

North stair enables access to garage by uses on adjoining property



- SHEET NOTES:**
1. SIGNAGE SHALL BE APPROVED AS PART OF SEPARATE APPROVAL.
  2. ALL UTILITIES ARE UNDERGROUNDED IN ACCORDANCE WITH SECTION 10.60.110 OF THE MBCM.
  3. SEPARATE PERMITS AND PLANS ARE REQUIRED FOR SIGNS, DEMOLITION, AND SEWER CAP OF EXISTING BUILDINGS.
  4. (2) PASSENGER VEHICLE STALLS SHALL BE PROVIDED.
  5. FOR EACH BICYCLE PARKING SPACE REQUIRED, A STATIONARY OBJECT SHALL BE PROVIDED TO WHICH A USER CAN SECURE BOTH WHEELS AND THE FRAME OF A BICYCLE WITH A USER-PROVIDED (8") CABLE AND LOCK. THE STATIONARY OBJECT MAY BE EITHER A FREESTANDING BICYCLE RACK OR A WALL-MOUNTED BRACKET.
  6. PARKING LOTS SHALL HAVE PAVING, DRAINAGE, WHEEL STOPS, LIGHTING, SPACE MARKING, AND DIRECTIONAL SIGNS, WHICH SHALL BE SUBJECT TO APPROVAL OF THE COMMUNITY DEVELOPMENT DIRECTOR.
  7. ALL REQUIRED STALLS PROVIDED ARE 8.5' x 18' FOR STANDARD STALLS AND 8' x 15' FOR COMPACT STALLS.

**AVERAGE GRADE CALCULATION:**

(A)	(B)	(C)	(D)	(AVG)
+174.21	+166.09	+170.43	+181.64	+173.09

MAXIMUM HEIGHT FOR HOTEL = 40 FT.  
 173.09 + 40 = 213.09 FT  
 (5 FT. MECHANICAL PROJECTION BEYOND 40 FT. ALLOWED)

MAXIMUM HEIGHT FOR OFFICE = 30 FT.  
 173.09 + 30 = 203.09 FT

**PARKING PROVIDED**

	STANDARD	COMPACT	HC	TOTAL
SURFACE	21	5	2	28
LOWER LEVEL	88	38	4	130
<b>TOTAL</b>	<b>109</b>	<b>43</b>	<b>6</b>	<b>158 + 1 EV</b>

TRUCK LOADING: (2) PROVIDED  
 - (1) 12' x 35'  
 - (1) 15' x 11'-6"

➡ ACCESSIBLE PATH

MANHATTAN BEACH HOTEL  
 600 S. SEPULVEDA BLVD.  
 MANHATTAN BEACH, CA 90266

GROUND FLOOR PLAN  
 SCALE: 1/32"=1'-0"

DATE: SEPT. 29, 2020  
 JOB NO.: 18543  
 SHEET NO.: 12

**AXIS GF7**  
 ARCHITECTURE + DESIGN  
 1130 WESTWOOD BLVD - LOS ANGELES, CA 90024  
 T 310.209.7520 - F 310.209.7416 - WWW.AXISGF.COM  
 Page 880 of 1060  
 PC MTG 11-18-2020





Steve Rogers Acoustics

December 14, 2020

Don McPherson  
Coastal Defender  
1014 1<sup>st</sup> Street  
Manhattan Beach, CA 90266  
[dmcphersonla@gmail.com](mailto:dmcphersonla@gmail.com)

Subject: **Manhattan Beach Hotel Project – Noise Impacts  
Rebuttal of Testimony by Applicant’s Consultant MBI on 11/18/2020**

Dear Don:

We have reviewed the REV transcript of testimony given by representatives of the Applicant’s environmental noise consultant – Michael Maker International (MBI) – during the Manhattan Beach Planning Commission public hearing on November 18, 2020.

#### BACKGROUND

- The proposed project is a new-construction hotel, office/retail building and subterranean parking structure to be located at 600 S. Sepulveda Boulevard in Manhattan Beach, CA. The main focus of this report is the hotel portion of the project, which includes an outdoor roof terrace, first floor exterior patio and rooftop HVAC equipment. The Applicant is proposing that the hotel will offer bar (and limited food) service until 1AM daily and live entertainment on the roof terrace until 9PM daily.
- To address concerns about the noise impact of hotel operations, the Applicant retained MBI to prepare a Noise Technical Memorandum dated September 21, 2020.
- We completed a review of MBI’s September 21, 2020 memo, detailing our findings in a report dated November 15, 2020. Our overarching conclusion was that the MBI analysis significantly understates the noise impact of the proposed project by:
  - Assuming that only one of the 25 pieces of HVAC equipment on the roof will be operating at any given time. Whereas the true noise impact on nearby homes would be the combined effect of multiple fans and condensing units operating simultaneously.
  - Assuming an unrealistically low level of speech effort for each individual talker in the rooftop bar, roof terrace and hotel bar patio.
  - Basing crowd noise impact evaluation on a single talker, whereas we estimate that the rooftop bar/terrace could accommodate 200 people, with room for dozens more on the first-floor patio.
  - Not addressing potential noise impacts associated amplified music playback in the hotel, including live music performances and DJ sets on the rooftop terrace.
  - Not addressing noise impacts on the residential uses located on El Oeste Drive, to the west of the project site. The homes on this street would have a direct line-of-sight to the



rooftop bar/terrace, approximately 300-feet away.

#### PLANNING COMMISSION PUBLIC HEARING ON 11/18/2020

- Pei Ming (author of MBI’s September 21, 2020 noise analysis memo) participated in the November 18, 2020 meeting and was asked to respond to the issues raised in our report. She declined to speak and instead deferred to MBI’s John Bellis.
- Mr. Bellis acknowledged that MBI’s analysis has assumed only one piece of HVAC equipment operating on the roof of the hotel building. He justified this approach by first claiming that the project design includes only 11 pieces of HVAC equipment (not 25 as stated in our report). Next, he appeared to argue that the noise level at the homes on Chabela Drive resulting from multiple pieces of HVAC equipment operating simultaneously would be no higher than that of a single piece of HVAC equipment, because the units would be “... spread out across the roof, not all concentrated on the edge of the building, generating noise on top of one another.” Finally, Mr. Bellis pointed out that the parapet walls around the edge of the hotel roof would shield the neighbors from HVAC equipment noise. He closed his remarks about HVAC noise with this statement: “...we feel that our analysis was perfectly adequate and adequately analyzed the potential noise impacts on the adjacent properties from HVAC units.”

#### *SRA Rebuttal:*

- *Mr. Bellis’ testimony about the number of pieces of HVAC equipment proposed for the hotel roof is incorrect. The roof plan (Sheet No. 16) of the package of architectural drawings dated September 29, 2020 submitted by the Applicant clearly shows 25 pieces of HVAC equipment on the roof of the hotel – 9 condensing units and 16 fans – not 11 as Mr. Bellis has stated.*
- *Mr. Bellis is also incorrect that there would be no cumulative noise effect from multiple HVAC condensing units and fans operating simultaneously. Addition of noise from multiple sources operating simultaneously is a basic and well-known principle in the field of acoustics. In this project, the relationships between the spacing of the HVAC equipment on the roof and the distances to the residential uses on Chabela Drive are such that the combined noise level of all equipment operating simultaneously would be at least 10 dBA higher than that of a single piece of equipment running in isolation. So, even if all of the other assumptions in MBI’s calculations are correct, the combined effect of multiple fans and condenser units operating at once would cause the nighttime noise limit in the MBMC to be exceeded on Chabela Drive.*
- *Mr. Bellis’ comment about the noise shielding provided by the parapet walls is redundant and misleading, because this shielding effect has already been taken into account in MBI’s analysis. On page 16 their September 21, 2020 Noise Technical Memorandum, MBI states that the proposed parapet walls would “... attenuate operational noise from the HVAC units by approximately 8 dBA.”*

*In other words, an 8 dBA attenuation factor is already baked-in to MBI’s calculations – and it in no way offsets the cumulative effect of multiple fans and condensing units*



*operating at the same time.*

- *We do not share Mr. Bellis' confidence that MBI's analysis of HVAC noise impact is "perfectly adequate". It is clear to us that, by considering noise from only one of 25 pieces of HVAC equipment on the hotel roof, MBI's analysis significantly understates the noise impact on the neighboring residential uses and does not acknowledge the likely breaches of the MBMC noise limits that would result from operation of HVAC equipment at night.*

- Mr. Bellis addressed the issue of noise from the hotel rooftop patio by highlighting the fact that MBI's calculation considered the residential community to the east of the project site but did not take into account the noise shielding effect of the intervening hotel structure. He went on to express confidence in MBI's analysis of the proposed outdoor rooftop uses, stating that: "... we feel that with a conservative level of assumptions that we put into our study that the noise levels we demonstrated or that we did calculate would be actually probably louder than what would be experienced by the neighbors."

*SRA Rebuttal:*

- *MBI's evaluation of noise impact from the rooftop patio assumes a single person talking in a normal voice. This model is clearly unrealistic. The proposed rooftop patio and (open-sided) rooftop bar are sized to accommodate upwards of 200 people and – at busy times – the speech effort required for each talker to make themselves heard will be much higher than "normal". In his testimony, Mr. Bellis made no attempt to address these significant flaws in MBI's analysis of crowd noise from the rooftop patio.*
- *MBI's evaluation of noise from the outdoor gathering areas does not take into account alcohol consumption, which has been shown to increase crowd noise by 3 – 6 dBA, according to a paper by Hayne et al (the same researchers that MBI cited in their report). In his testimony, Mr. Bellis did not speak to the increased impact of crowd noise from the rooftop patio and bar resulting from alcohol consumption.*
- *MBI's analysis does not address the noise impact of amplified music and live performances in the outdoor gathering areas. Based on my 30-years of experience, I can say with confidence that amplified music from outdoor areas at bars, restaurants and hotels is a major source of noise complaints and noise ordinance violations. This important noise source was conspicuous by its absence from MBI's report and Mr. Bellis chose not to correct this glaring omission in his testimony on November 18, 2020.*
- *MBI's analysis of noise from the rooftop patio considered only the neighborhood to the east of the project site. MBI did not consider noise impact on the homes to the west of the project site – many of which would have clear, unobstructed sightlines to the proposed rooftop deck and bar with no noise shielding from the hotel structure. But, as with MBI's September 21, 2020 report, Mr. Bellis' testimony did not address the residential uses to the west.*
- *MBI's study of existing ambient noise levels in the vicinity of the project site has been limited to the daytime only and does not address the worsened noise impact of hotel*



*operations at night, when ambient noise levels are much lower. As with MBI's September 21, 2020 report, Mr. Bellis' testimony in the hearing did not address the low ambient noise levels on the surrounding residential streets at night.*

- *Nighttime ambient noise levels are particularly significant in evaluating noise impacts from the proposed outdoor gathering spaces in the project (which would operate until 1AM). Also, evaluation of amplified music impact is impossible without a good understanding of nighttime ambient noise levels; this is because the noise limits for amplified sound in the MBMC is based on audibility and not a specific decibel level.*
- *Similarly, MBPC Condition of Approval #16 for the project requires that noise emanating from the hotel "shall not be audible beyond the premises". Without having taken nighttime ambient noise readings on the nearby residential streets there is no way MBI can demonstrate compliance with this important condition.*

#### SUMMARY & CONCLUSIONS

- Testimony given by John Bellis during the Planning Commission public hearing on November 18, 2020 did not address – or in any way mitigate – the significant omissions and errors in MRI's noise analysis that we identified in our report dated November 15, 2020.
- We continue to be of the strong opinion that MBI's analysis downplays and significantly understates the noise impact the hotel portion of the proposed project would have on the surrounding residential uses.
- In light of the various omissions and unrealistic assumptions in MBI's analysis, we dispute MBI's claims that hotel operations will comply with the noise limits in the City of Manhattan Beach Municipal Code and that noise impacts will be less-than-significant.
- Furthermore, MBI's analysis still does not include an account of existing ambient noise levels around the project site during the late evening or at night, nor does it address the important issue of audibility of noise emissions from the hotel – which is necessary to demonstrate compliance with the MBPC Condition of Approval #16 that noise emanating from the hotel "shall not be audible beyond the premises". Specifically, MBI did not evaluate the audibility of noise generated by the project beyond the property line, nor did they measure nighttime ambient noise levels to establish compliance with Condition #16.

Yours sincerely,

**Steve Rogers Acoustics, LLC**

Steve Rogers  
Principal

**EXHIBIT 8**

**REPORT OPPOSING THE  
600 S. SEPULVEDA BLVD PROJECT**

**Presented to:**

**Manhattan Beach Planning Commission,  
November 18, 2020**

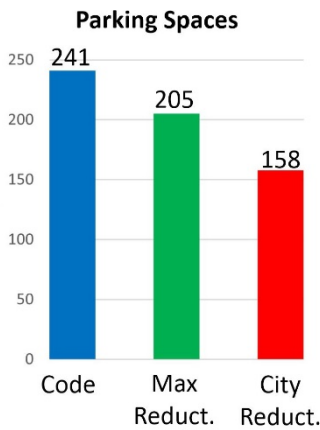
**Presented by:**

**MB Poets**

**A Nonprofit Public-Benefit California Corporation  
1181 Tennyson St  
Manhattan Beach, CA 90266**

**PROJECT PARKING, TRAFFIC AND NOISE IMPACTS REQUIRE ENVIRONMENTAL REVIEW**

MB Poets, an IRS 501(c)(4) public-benefit corporation, opposes the 600 S Sepulveda project [“600 PCH”], on behalf of nearby residents. Per below, the project violates city and state law, regarding parking, traffic and noise impacts, all substantiated by expert opinions.

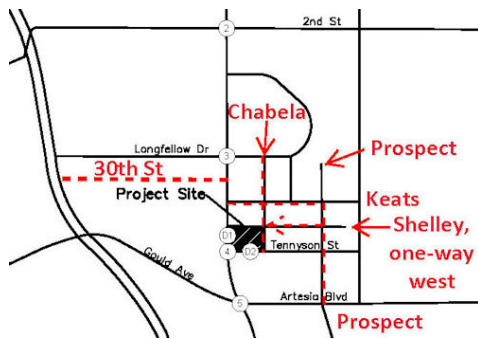


The city municipal code requires 241 parking spaces, although the shared-parking provision permits a 15% reduction, 36 spaces in this case, for a total of 205 spaces.

The November 18 staff report [STAFF, p. 116] cites *Parking Generation* published by the Institute of Transportation Engineers [“ITE”]<sup>1</sup> as the industry-standards for shared parking.

To calculate reductions, 600 PCH improperly understates peak-parking ratios, most notably, using the ITE average spaces per hotel room. This results in an 83-space reduction, or 131% higher than permitted by code. Use of the average demand also results in parking overflowing 50% of peak times. All this approved by staff.

Additionally, STAFF fails to include parking for eating and drinking use, which will require many more parking places in late evening, when the hotel parking peaks.

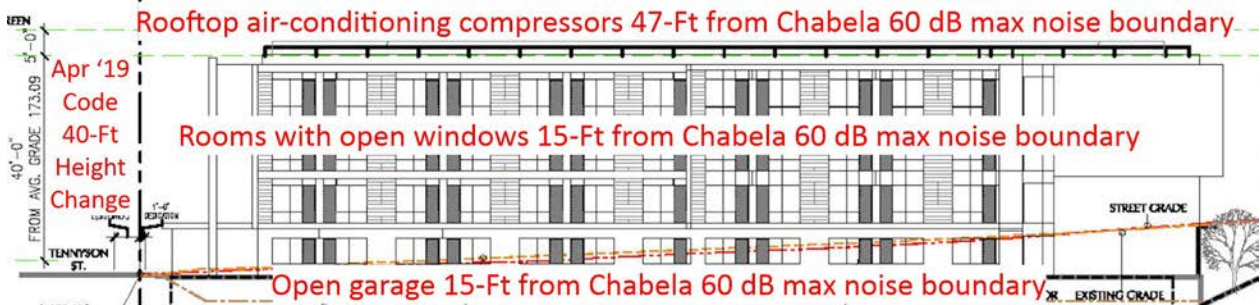


The 600 PCH traffic analysis improperly excludes residential streets marked in red, namely, Chabela, Keats Shelley and Prospect. STAFF, p. 109 claims Tennyson and Shelly barriers eliminate “Traffic impacts to the residential neighborhood directly east of Chabela.” **Not true.**

Furthermore, the 600 PCH map eliminates 30<sup>th</sup> St, which carries project traffic to-from the beach area. This residential street also used by Skechers new buildings.

Consequently, CEQA<sup>2</sup> requires a cumulative traffic analysis, not just for 600 PCH, per transportation engineer Craig Neustaedter. [Exhibit 5, p. 3] More significantly, per CEQA Guidelines, the cumulative traffic impacts nullify the categorical exemption of In-Fill Development Projects assigned by city staff.

The east-elevation view below illustrates noise impacts from roof-top equipment, open hotel windows and garage ventilation openings. Noise from the 4<sup>th</sup>-floor outdoor bar will disturb residents west of Sepulveda, per acoustic expert Steve Rogers. [Exhibit 6, p. 5]



<sup>1</sup> *Parking Generation*, 5<sup>th</sup> Ed., Institute of Transportation Engineers, 2019

<sup>2</sup> CEQA: California Environmental Quality Act.

**PARKING, TRAFFIC AND NOISE IMPACT SUMMARIES.**

This section summarizes errors in the staff report, for the following CEQA factors:

- **Parking.** Both city staff and 600 PCH ignore MBMC § 10.64.040, which limits shared-parking reduction to 15% of total parking required by the municipal code. Furthermore, the 600 PCH analysis understates parking required, by using average parking-demand ratios, rather than the industry-standard 85<sup>th</sup> percentile values in *Parking Generation*.<sup>(1)</sup> Because the proposed 158 spaces do not comply with city code, parking becomes a CEQA factor, per Guidelines 14-CCR-15183 (f).
- **Traffic.** The 600 PCH analysis excludes nearby residential streets of Chabela, Keats, Shelley and Hermosa Beach 30<sup>th</sup> St, per transportation engineer Craig Neustaedter. Additionally, the analysis fails to include the cumulative traffic impacts from the Skechers office buildings currently under construction that straddle 30<sup>th</sup> St. This nullifies the categorical exemption of In-Fill Development Projects assigned by city staff, per CEQA Guidelines 14-CCR-15300.2 (b).
- **Noise.** The report by acoustic expert Steve Roger exposes the misrepresentations in the 600 PCH noise model, as follows:
  - 1) For the open roof-top bar with upwards of 200 patrons, basing crowd-noise impacts on a single person speaking in an “unrealistically low-level of speech”; and,
  - 2) Representing noise from roof-top equipment to only one of 25 HVAC and refrigeration units.

Furthermore, for the hotel east wall, a virtual wall of noise 20-feet from the Chabela property line, 600 PCH failed to consider the cumulative impulsive noise from 48 openable hotel-room windows and the open garage, such as laughter, shouts, screams, fights, squealing tires, slammed doors and loud vehicles.

**Parking Violates Municipal Code and Misrepresents *Parking Generation* 5<sup>th</sup> Ed<sup>(1)</sup>.**

The municipal code limits the shared-parking reduction, as follows, “*The maximum allowable reduction in the number of spaces to be provided shall not exceed fifteen percent (15%) of the sum of the number required for each use served.*” [Emphasis added. Exhibit 1 MBMC § 10.64.040]

Neither city staff nor 600 PCH considers this code requirement, for which no exemptions or exclusions exist. Instead, staff and 600 PCH cite MBMC 10.64.050 (B). This provision simply states that, “*the Planning Commission shall consider survey data submitted by an applicant or collected at the applicant's request and expense.*”

**47 Space Parking Shortfall, MBMC 10.64.040.**

Building /-Use <sup>ⓐ</sup>	Unit <sup>ⓐ</sup>	Quantity <sup>ⓐ</sup>	Parking-Rates <sup>(1)ⓐ</sup>		Required <sup>ⓐ</sup> Parking <sup>ⓐ</sup>
Retail <sup>ⓐ</sup>	KSF <sup>ⓐ</sup>	6.845 <sup>ⓐ</sup>	5.0 <sup>ⓐ</sup>	1st-5-KSF <sup>ⓐ</sup>	25 <sup>ⓐ</sup>
			4.0 <sup>ⓐ</sup>	KSF-over-5-KSF <sup>ⓐ</sup>	7 <sup>ⓐ</sup>
Office <sup>ⓐ</sup>	KSF <sup>ⓐ</sup>	9.264 <sup>ⓐ</sup>	3.3 <sup>ⓐ</sup>		31 <sup>ⓐ</sup>
Hotel <sup>ⓐ</sup>	Room <sup>ⓐ</sup>	162 <sup>ⓐ</sup>	1.1 <sup>ⓐ</sup>		178 <sup>ⓐ</sup>
<b>15% Mixed-use-Reduction<sup>(2)ⓐ</sup></b>					<b>(36)<sup>ⓐ</sup></b>
<b>TOTAL Parking Required per City-Code<sup>ⓐ</sup></b>					<b>205<sup>ⓐ</sup></b>
<b>TOTAL Parking Provided On-site<sup>ⓐ</sup></b>					<b>158<sup>ⓐ</sup></b>
<b>Parking-Excess-(Shortfall)<sup>ⓐ</sup></b>					<b>(47)<sup>ⓐ</sup></b>

(1)-Source:-City-of-Manhattan-Beach-Municipal-Code;-Chapter-10.64<sup>ⓐ</sup>  
(2)-Source:-City-of-Manhattan-Beach-Municipal-Code;-Chapter-10.64-Section-.040<sup>ⓐ</sup>

Although 600 PCH ignores the maximum 15 % shared-parking reduction permitted by code, they did evaluate the parking required by MBMC § 10.64.040 and determined it resulted in a 47-space shortfall from their proposed 158 spaces.

The adjacent table illustrates this calculation of reduced parking for a 15% maximum reduction, an excerpt from the October 14 staff report, Table 1, PDF p. 30.

Even if the municipal code did not mandate a 15% maximum reduction in shared parking, which it does, 600 PCH misrepresents the appropriate *Parking Generation*<sup>(1)</sup> statistics. 600 PCH purports that ITE recommends using average parking-demand ratios, rather than the 85<sup>th</sup> percentiles. **Not true.** As result, parking designed on average parking-demand will roughly overflow 50% of the time at peak use.

ITE clearly states that their parking-demand statistics “not intended to recommend a policy about the level of parking that should be supplied.” [Exhibit 2, *Parking Generation*, p. 2]

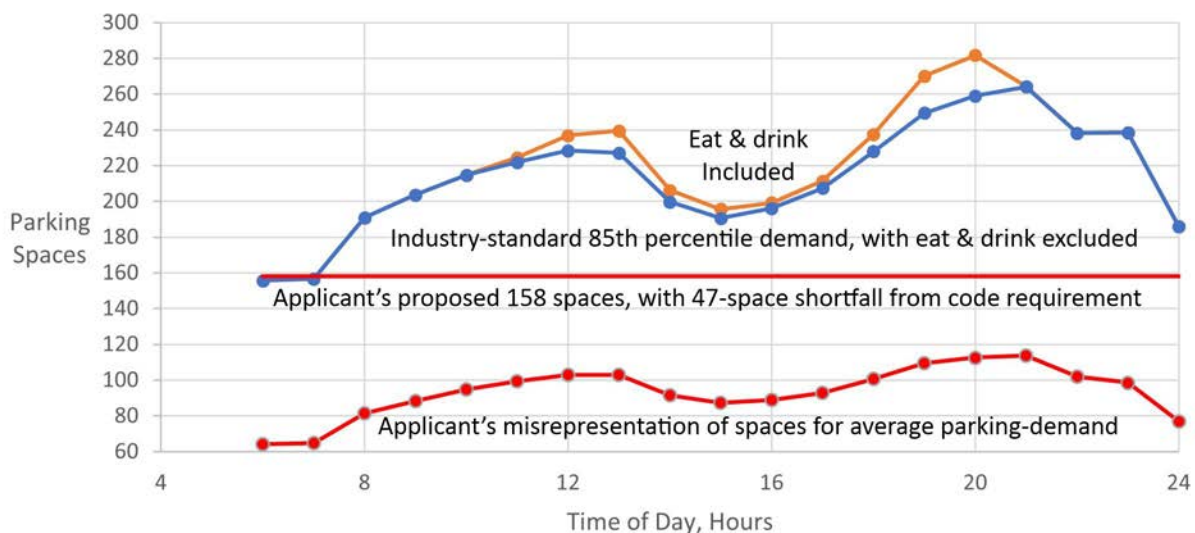
Per Mr. Neustaedter, “Industry practice typically utilizes the 85th percentile peak parking rate to determine a site’s minimum parking need.” [Exhibit 5, p. 2, last para.]

Also, 600 PCH cites the *Shared Parking* report as their reference, which states, “Unless otherwise noted in the discussion of a particular land use, the 85<sup>th</sup> percentile of observed peak-hour accumulations...was employed in determining the parking ratios.”<sup>3</sup> [STAFF p. 121]

The graphic below for Saturdays, illustrates the 600 PCH misrepresentations regarding *Parking Generation* statistics for shared-parking. The two top curves show shared-parking demand determined from the ITE 85<sup>th</sup> percentile statistics, the industry standard.

The bottom curve shows the 600 PCH misrepresentation of ITE average parking-demand statistics, which will result in parking-overflow 50% of the time during peak demand.

The top curve illustrates that peak parking demand will exceed the proposed 158 spaces by over a hundred, if including the eat & drink demand that 600 PCH excludes.<sup>4, 5</sup> Neither 600 PCH nor staff has stated the type of alcohol license or occupancies for eat & drink spaces. Consequently, this report assumes non-hotel guests will occupy 25% of chairs in the plans. Mr. Neustaedter made a different assumption, leading to different results, thus emphasizing the deficiency in the application and draft resolution regarding eat & drink parking.



<sup>3</sup> *Shared Parking*, 2<sup>nd</sup> Ed., p. 22, Mary S. Smith, Urban Land Institute (2005)

<sup>4</sup> For Saturdays, based on ITE 2019 *Parking Generation*, 5<sup>th</sup> Ed<sup>(1)</sup>

<sup>5</sup> For average-demand parking spaces, 600 PCH used occupancy statistics from 2005 *Shared Parking*<sup>(3)</sup> [STAFF, p. 33, Footnote (a)]



### **Traffic Analysis Excludes Streets Nearby 600 PCH and Skechers Cumulative Impacts.**

Per Exhibit 3 from their traffic analysis, 600 PCH deliberately excluded streets nearby the project, specifically, Keats, Chabela, Shelley and Prospect.

From their map, they also deliberately erased 30<sup>th</sup> St in Hermosa Beach, which the project will use to access the beach area, along with the Skechers 120,503 sq-ft office-building project. That project will have 430 employees and 514 parking places. [ibid]

The 600 PCH traffic analysis deleted residential streets nearby the project, by excluding their intersections with the major arterials, Sepulveda and Artesia, as illustrated in the lower half of Exhibit 3.

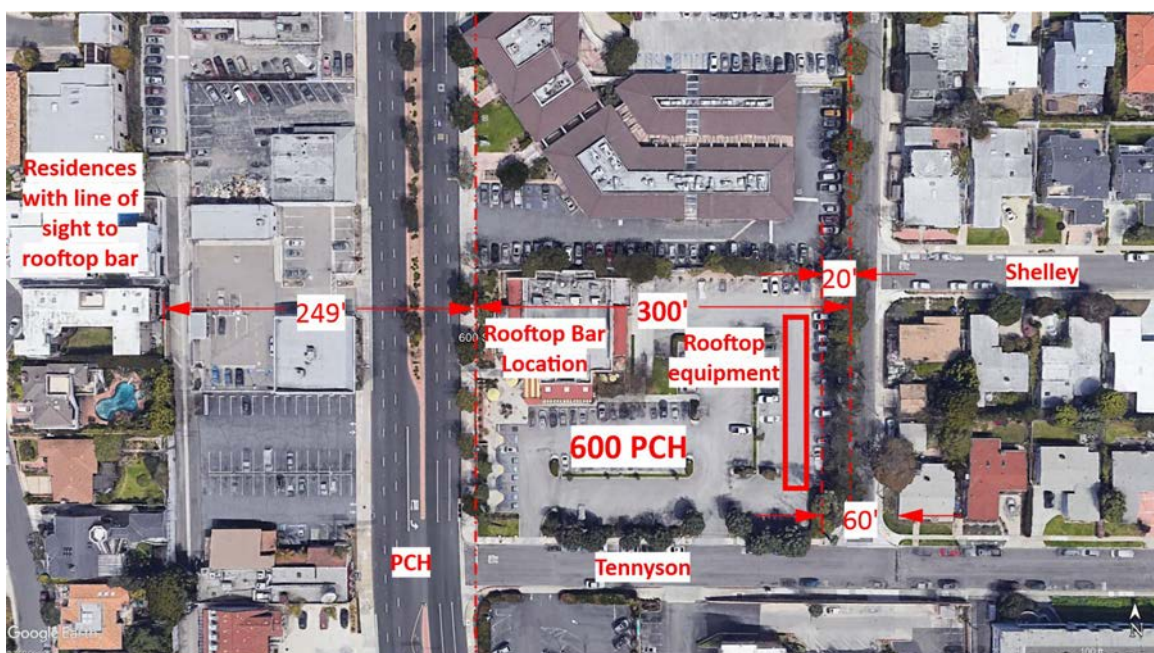
Based on Mr. Neustaedter's review of the 600 PCH traffic analysis, he states, "However, the study does not address potential impacts to the adjacent residential neighborhood." [Exhibit 5, p. 2, 1<sup>st</sup> para.]

Most significantly, for CEQA evaluation, the 600 PCH traffic analysis fails to include cumulative impacts from the Skechers projects on residential streets near the project. Per Mr. Neustaedter, "In addition, the project TIA must address cumulative traffic impacts, as previously identified for the Skechers project." [ibid, p. 3, Conclusion]

Consequently, the 600 PCH failure to provide a cumulative traffic impact study nullifies the categorical exemption of In-Fill Development Projects assigned by city staff, per CEQA Guidelines 14-CCR-15300.2 (b).

### **Noise Analysis Substantially Understates Impacts on Residents.**

The graphic below illustrates the proximity of 600 PCH noise to residences. On the west across from Sepulveda, homes have line of sight to the rooftop bar with upwards of 200 patrons and music, within less than a football field length. To the east, homes face a virtual wall of noise sources 60 feet away, subject to raised voices, loud laughter, screams, shouts, fights, squealing tires, slammed car-doors, noisy vehicles and rumbling machinery, from 48 openable room windows, the open garage and rooftop equipment for HVAC and refrigeration.



Per acoustic expert Steve Rogers, *“This [noise] would be contrary to Condition of Approval #16 in the MBPC Draft Resolution PC 20-, which requires that noise emanating from the hotel “shall not be audible beyond the premises”.*” [Exhibit 6, p. 4, last para.]

In his critique of the 600 PCH noise analysis, Mr. Rogers observes these discrepancies:

- *“MBI’s analysis does not include ambient noise measurements on El Oeste Drive, nor does it address nighttime noise levels”* [Ibid, p. 3]
- *“MBI’s calculations do not take into account the cumulative effect of 25 pieces of equipment operating simultaneously – which would increase noise levels by 10 dBA”* [ibid, p. 4]
- *“The MBI calculation of crowd noise appears to be based on a single talker”* [ibid, p. 5]
- *“...crowd noise from the outdoor gathering areas would be clearly audible at the homes on Chabela Drive and El Oeste Drive, because of the low ambient noise levels in each of these locations...”* [ibid, p. 5]

In addition to the above observations made by Mr. Rogers, the project will repetitively violate the noise ordinance, per MBMC § 5.48.160 (B) Table 5 and § 5.48.160 (E). For the commercial district after 10 PM, these provisions prohibit impulsive and periodic noise spikes at the property line from exceeding 75 dB, an acoustic level similar to raised-voice conversation.

Clearly, at the west side of the rooftop bar, hilarious laughter, screams and shouts from upwards of 200 patrons will exceed the 75 dB limit. Likewise, on the east, the virtual noise-wall of openable hotel-room windows, the open garage and the rooftop machinery will create impulsive and periodic noise greater than 75 dB at the Chabela curb, just 20 feet away. [Exhibit 4]

### **CONCLUSION: CEQA MANDATES ENVIRONMENTAL REVIEW.**

The 600 PCH project requires environmental review for these reasons:

- 1) The shared-parking analysis violates the 15% maximum-reduction in spaces permitted by MBMC § 10.64.040, which makes parking a CEQA factor, per Guidelines 14-CCR-15183 (f);
- 2) The parking analysis omits eat & drink parking, which violates the zoning-code provision to *“Ensure that off-street parking and loading facilities are provided for new land uses”*, thus elevating parking to a CEQA factor [MBMC § 10.64.010 (A) and ibid];
- 3) 600 PCH failed to use the 85<sup>th</sup> percentile parking-demand statistics in ITE *Shared Parking*, which will result in overflow onto nearby residential streets;
- 4) For traffic analysis, 600 PCH arbitrarily excluded nearby streets, namely, Keats, Chabela, Shelley, Prospect, and in Hermosa Beach, 30<sup>th</sup> St;
- 5) 600 PCH neglected to conduct a cumulative traffic impact analysis, most notably for the Skechers office-buildings that straddle 30<sup>th</sup> St, thereby nullifying the categorical exemption of In-Fill Development Projects assigned by city staff, per CEQA Guidelines 14-CCR-15300.2 (b);
- 6) Project noise will be audible beyond the premises, in violation of the draft resolution; and,
- 7) Substantial evidence exists for potential significant environmental impacts on nearby homes.

# EXHIBIT 1. STAFF AND 600 PCH FAILED TO CITE 15% MAX REDUCTION

## Exhibit P1. Parking Reduction Limited to 15% of Code Requirement, Not Cited by Staff or 600 PCH

(Ord. No. 1832, Amended, 01/17/91; Ord. No. 1838, Renumbered, 07/05/91; Ord. No. 1850, Amended, 04/02/92; Ord. No. 1891, Amended, 01/06/94; § 2, Ord. 1951, eff. July 4, 1996; § 2, Ord. 1963, eff. July 5, 1997; § 5, Ord. 1977, eff. March 5, 1998; § 2, Ord. 2050, eff. January 1, 2004; § 15, Ord. 2111, eff. March 19, 2008 and § 8, Ord. 2155, eff. February 17, 2012)

10.64.040 - Collective provision of parking.

Notwithstanding the provisions of Section 10.64.020(E), a use permit may be approved for collective provision of parking on a site of five thousand (5,000) square feet or more that serves more than one (1) use or site and is located in a district in which parking for the uses served is a permitted or conditional use. A use permit for collective off-street parking may reduce the total number of spaces required by this chapter if the following findings are made:

- A. The spaces to be provided will be available as long as the uses requiring the spaces are in operation; and
- B. The adequacy of the quantity and efficiency of parking provided will equal or exceed the level that can be expected if collective parking is not provided.

The maximum allowable reduction in the number of spaces to be provided shall not exceed fifteen percent (15%) of the sum of the number required for each use served.

An applicant for a use permit for collective parking may be required to submit survey data substantiating a request for reduced parking requirements. A use permit for collective parking shall describe the limits of any area subject to reduced parking requirements and the reduction applicable to each use.

(Ord. No. 1832, Amended, 01/17/91; Ord. No. 1838, Renumbered, 07/05/91)

10.64.050 - Reduced parking for certain districts and uses.

- A. **CD District.** The following parking requirements shall apply to nonresidential uses:
  1. **Building Sites equal to or less than 10,000 Sq. Ft.** If the FAF is less than 1:1, no parking is required; if the FAF exceeds 1:1, only the excess floor area over the 1:1 ratio shall be considered in determining the required parking prescribed by Section 10.64.030.
  2. **Building Sites greater than 10,000 Sq. Ft.** The amount of required parking shall be determined by first excluding 5,000 square feet from the buildable floor area and then calculating the number of spaces prescribed by Section 10.64.030.
- B. 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.

In reaching a decision, the Planning Commission shall consider survey data submitted by an applicant or collected at the applicant's request and expense.

(Ord. No. 1832, Amended, 01/17/91; Ord. No. 1838, Renumbered, 07/05/91)

10.64.060 - Parking in-lieu payments.

Within designated parking districts established by the City Council and shown on the map on the following page, a parking requirement serving nonresidential uses on a site may be met by a cash in-lieu



# Parking Generation Manual

5<sup>th</sup> Edition

JANUARY 2019

INSTITUTE OF TRANSPORTATION ENGINEERS

**Senior-used** for Affordable Housing (Land Use 223) to denote a site with a minimum age threshold for its tenants (i.e., senior housing).

**Single Room Only-used** for Affordable Housing (Land Use 223) to denote a site with only single-room-only units. If the site also has a minimum age threshold, the site falls in the Senior subcategory.

### Data Page Terms

**33rd Percentile-the** point at which 33 percent of the values fall at or below and 67 percent of the values are above. If the number of study sites for a combination of independent variable, time period, and setting for an individual land use is comprised of relatively few data points, the percentile value can represent an interpolation between actual values. This number is not intended to recommend a policy about the level of parking that should be supplied. It is provided solely as qualitative reference for the analyst.

**85th Percentile-the** point at which 85 percent of the values fall at or below and 15 percent of the values are above. If the number of study sites for a combination of independent variable, time period, and setting for an individual land use is comprised of relatively few data points, the percentile value can represent an interpolation between actual values. This number is not intended to recommend a policy about the level of parking that should be supplied. It is provided solely as qualitative reference for the analyst.

**95 Percent Confidence Interval-a** measure of confidence in the statistical data to the average. It indicates the range within which there is 95 percent likelihood the average will fall. This range is shown when data for 20 or more study sites are available. It is computed as two standard errors plus or minus the average.

**Average Number of [Independent Variable]-the** average value of the independent variable for data presented on the specific data page.

**Average Peak Period Parking Demand-the** observed peak period parking demand (vehicles parked) divided by the quantity of the independent variable (such as building area, employees) expressed as a rate. For examples, the rate is commonly expressed as vehicles per 1,000 sq. ft. GFA, vehicles per employee, or vehicles per dwelling unit.

**Average Rate (or Weighted Average Rate)-the** weighted average number of parked vehicles at a development site per one unit of the independent variable. It is calculated by dividing the sum of all parked vehicles for all contributing data point sites by the sum of all independent variable units for all contributing data point sites. The weighted average rate is used rather than the average of the individual rates because of the variance within each data set or generating unit. Data sets with a large variance will over-influence the average rate if they are not weighted. The data plot includes a dashed line corresponding to the weighted average rate, extending between the lowest and highest independent variable values for data points.

**Coefficient of Determination ( $R^2$ )-** the percent of the variance in the number of parked vehicles associated with the variance in the independent variable value. This value is presented for every fitted curve equation. If the  $R^2$  value is 0.75, then 75 percent of the variance in the number of parked

## Land Use: 310 Hotel

### Description

A hotel is a place of lodging that provides sleeping accommodations and supporting facilities such as a full-service restaurant, cocktail lounge, meeting rooms, banquet room, and convention facilities. It typically provides a swimming pool or another recreational facility such as a fitness room. All suites hotel (Land Use 311), business hotel (Land Use 312), motel (Land Use 320), and resort hotel (Land Use 330) are related uses.

### Time of Day Distribution for Parking Demand

The following table presents a time-of-day distribution of parking demand (1) on a weekday (four study sites) and a Saturday (five study sites) in a general urban/suburban setting and (2) on a weekday (one study site) and a Saturday (one study site) in a dense multi-use urban setting.

Hour Beginning	Percent of Peak Parking Demand			
	General Urban/Suburban		Dense Multi-Use Urban	
	Weekday	Saturday	Weekday	Saturday
12:00-4:00 a.m.	96	74	93	100
5:00 a.m.	-	-	-	-
6:00 a.m.	91	62	97	95
7:00 a.m.	89	62	100	95
8:00 a.m.	90	72	93	89
9:00 a.m.	100	74	72	85
10:00 a.m.	98	76	69	74
11:00 a.m.	89	77	65	61
12:00 p.m.	85	79	78	47
1:00 p.m.	75	78	78	42
2:00 p.m.	81	67	63	41
3:00 p.m.	70	64	59	43
4:00 p.m.	74	67	58	48
5:00 p.m.	65	73	52	53
6:00 p.m.	73	83	63	64
7:00 p.m.	78	92	74	67
8:00 p.m.	93	97	78	78
9:00 p.m.	96	100	72	81
10:00 p.m.	95	91	84	93
11:00 p.m.	95	83	92	98

# Hotel (310)

**Peak Period Parking Demand vs: Occupied Rooms**

**On a: Saturday**

**Setting/Location: General Urban/Suburban**

Peak Period of Parking Demand: 10:00 p.m. - 9:00 a.m.

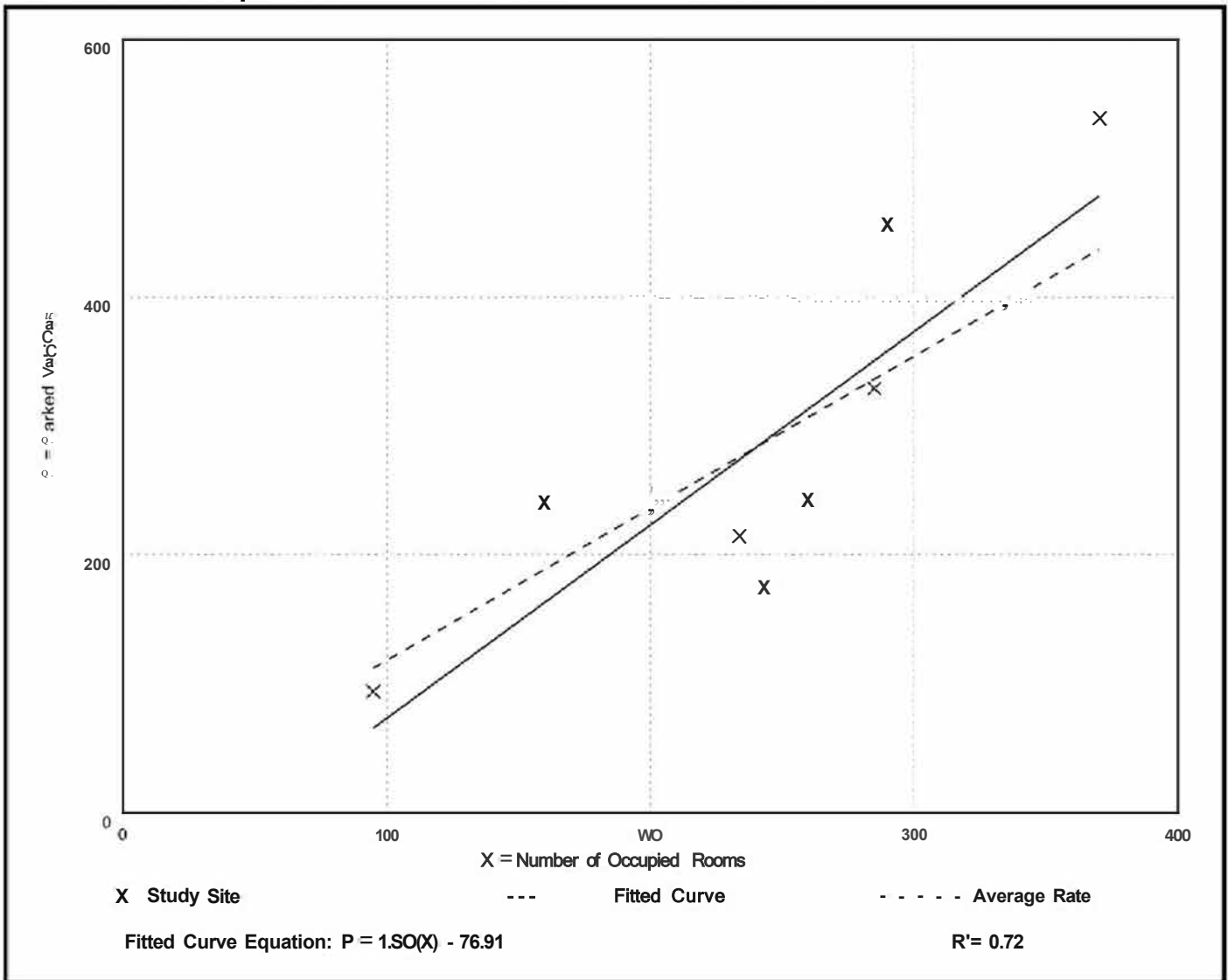
Number of Studies: 8

Avg. Num. of Occupied Rooms: 242

## Peak Period Parking Demand per Occupied Room

Average Rate	Range of Rates	33rd / 85th Percentile	95% Confidence Interval	Standard Deviation (Coeff. of Variation)
1.18	0.72 - 1.58	0.93 / 1.55	**	0.32 ( 27%)

## Data Plot and Equation



# Hotel (310)

**Peak Period Parking Demand vs: Rooms**

**On a: Weekday (Monday - Friday)**

**Setting/Location: General Urban/Suburban**

Peak Period of Parking Demand: 11 :00 p.m. - 8:00 a.m.

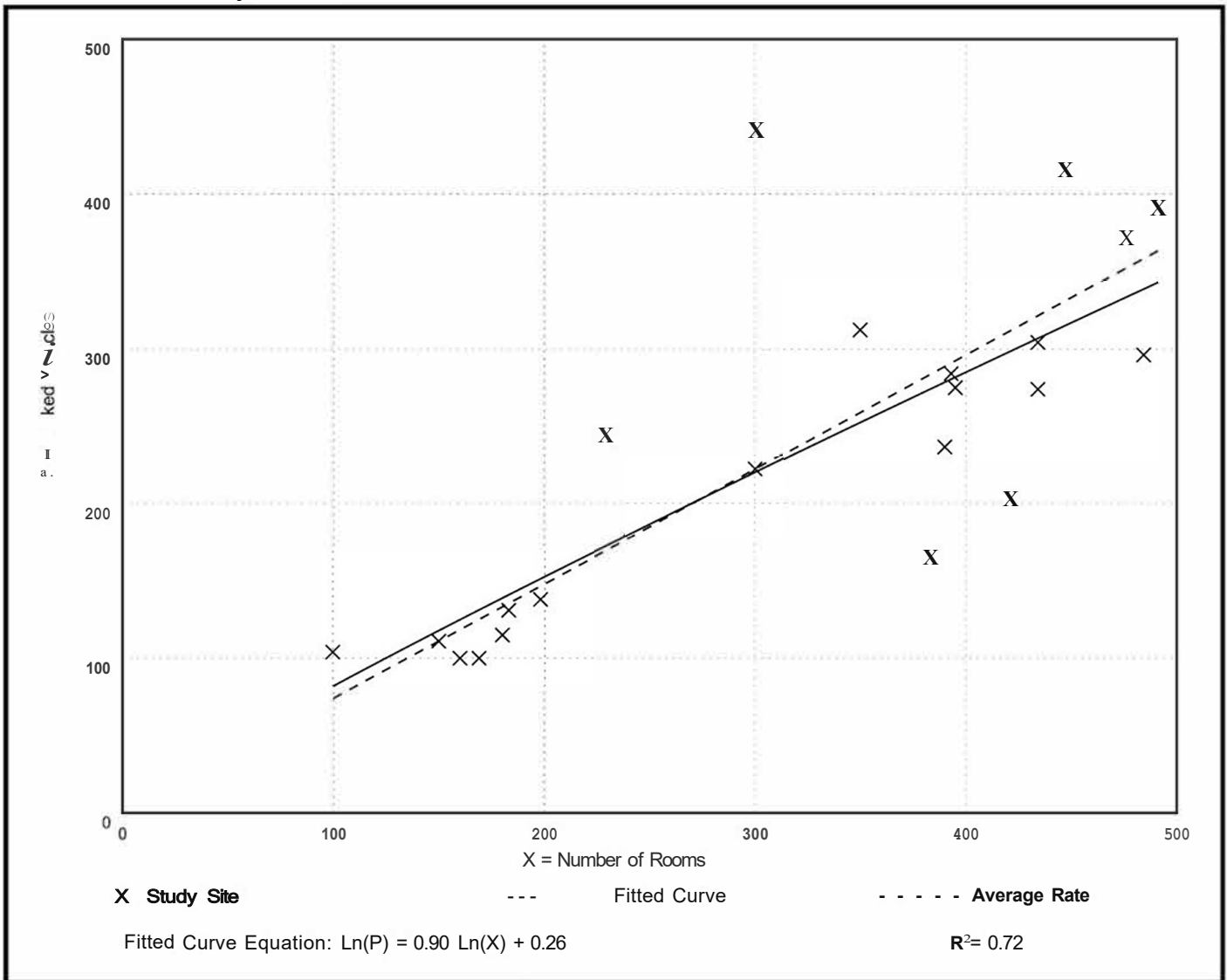
Number of Studies: 22

Avg. Num. of Rooms: 321

## Peak Period Parking Demand per Room

Average Rate	Range of Rates	33rd / 85th Percentile	95% Confidence Interval	Standard Deviation (Coeff. of Variation)
0.74	0.43 - 1.47	0.64 / 0.99	0.65 - 0.83	0.22 ( 30%)

## Data Plot and Equation





# General Office Building (710)

Hour Beginning	Percent of Weekday Peak Parking Demand	
	General Urban/Suburban	Dense Multi-Use Urban
12:00-4:00 a.m.	–	–
5:00 a.m.	–	–
6:00 a.m.	–	–
7:00 a.m.	13	26
8:00 a.m.	48	65
9:00 a.m.	88	95
10:00 a.m.	100	100
11:00 a.m.	100	100
12:00 p.m.	85	99
1:00 p.m.	84	99
2:00 p.m.	93	97
3:00 p.m.	94	94
4:00 p.m.	85	90
5:00 p.m.	56	–
6:00 p.m.	20	–
7:00 p.m.	11	–
8:00 p.m.	–	–
9:00 p.m.	–	–
10:00 p.m.	–	–
11:00 p.m.	–	–

### Additional Data

The average parking supply ratios for the study sites with parking supply information are as follows:

- 2.9 spaces per 1,000 square feet GFA in a dense multi-use urban setting that is not within ½ mile of rail transit (seven sites)
- 3.3 spaces per 1,000 square feet GFA (73 sites) and 12 spaces per employee (20 sites) in a general urban/suburban setting that is not within ½ mile of rail transit
- 3.0 spaces per 1,000 square feet GFA (seven sites) and 0.8 spaces per employee (two sites) in a general urban/suburban setting that is within ½ mile of rail transit

The sites were surveyed in the 1980s, the 1990s, the 2000s, and the 2010s in Arizona, California, Colorado, Connecticut, Georgia, Illinois, Massachusetts, Minnesota, Montana, New Jersey, New York, Oklahoma, Oregon, Pennsylvania, Texas, Utah, and Washington.

### Source Numbers

21,22,47, 122,124,142,172,201,202,205,211,215,216,217,227,239,241,243,276,295, 399,400,425,431,433,436,438,440,516,531,540,551,555,556,557,571,572,588

# General Office Building (710)

**Peak Period Parking Demand vs: 1000 Sq. Ft. GFA**

**On a: Saturday**

**Setting/Location: General Urban/Suburban**

Peak Period of Parking Demand: 10:00 a.m. - 1:00 p.m.

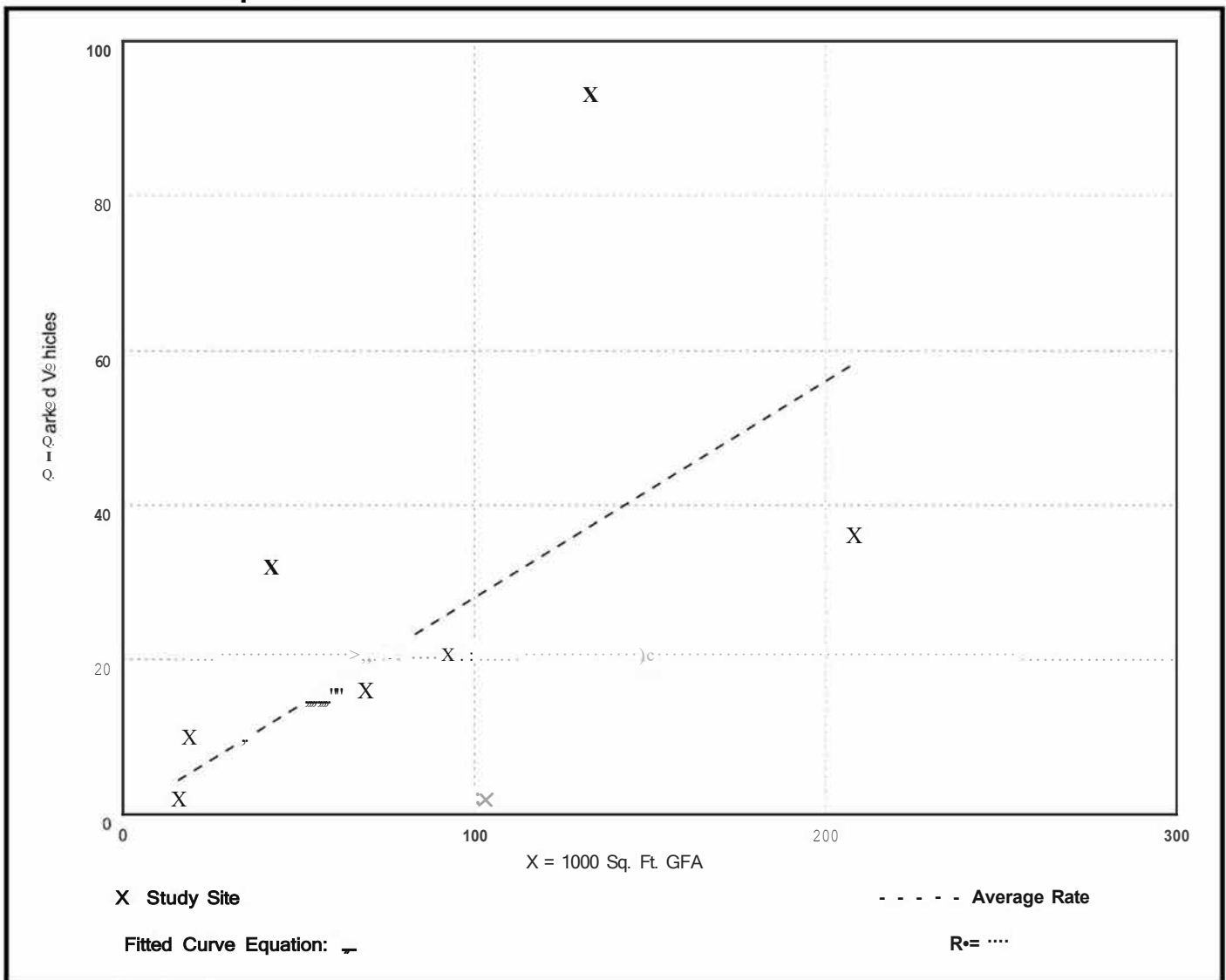
Number of Studies: 9

Avg. 1000 Sq. Ft. GFA: 92

## Peak Period Parking Demand per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	33rd / 85th Percentile	95% Confidence Interval	Standard Deviation (Coeff. of Variation)
0.28	0.02 - 0.76	0.14/0.73	***	0.25 ( 89%)

## Data Plot and Equation



# General Office Building (710)

**Peak Period Parking Demand vs: 1000 Sq. Ft. GFA**

**On a: Weekday (Monday - Friday)**

**Setting/Location: General Urban/Suburban**

Peak Period of Parking Demand: 9:00 a.m. - 3:00 p.m.

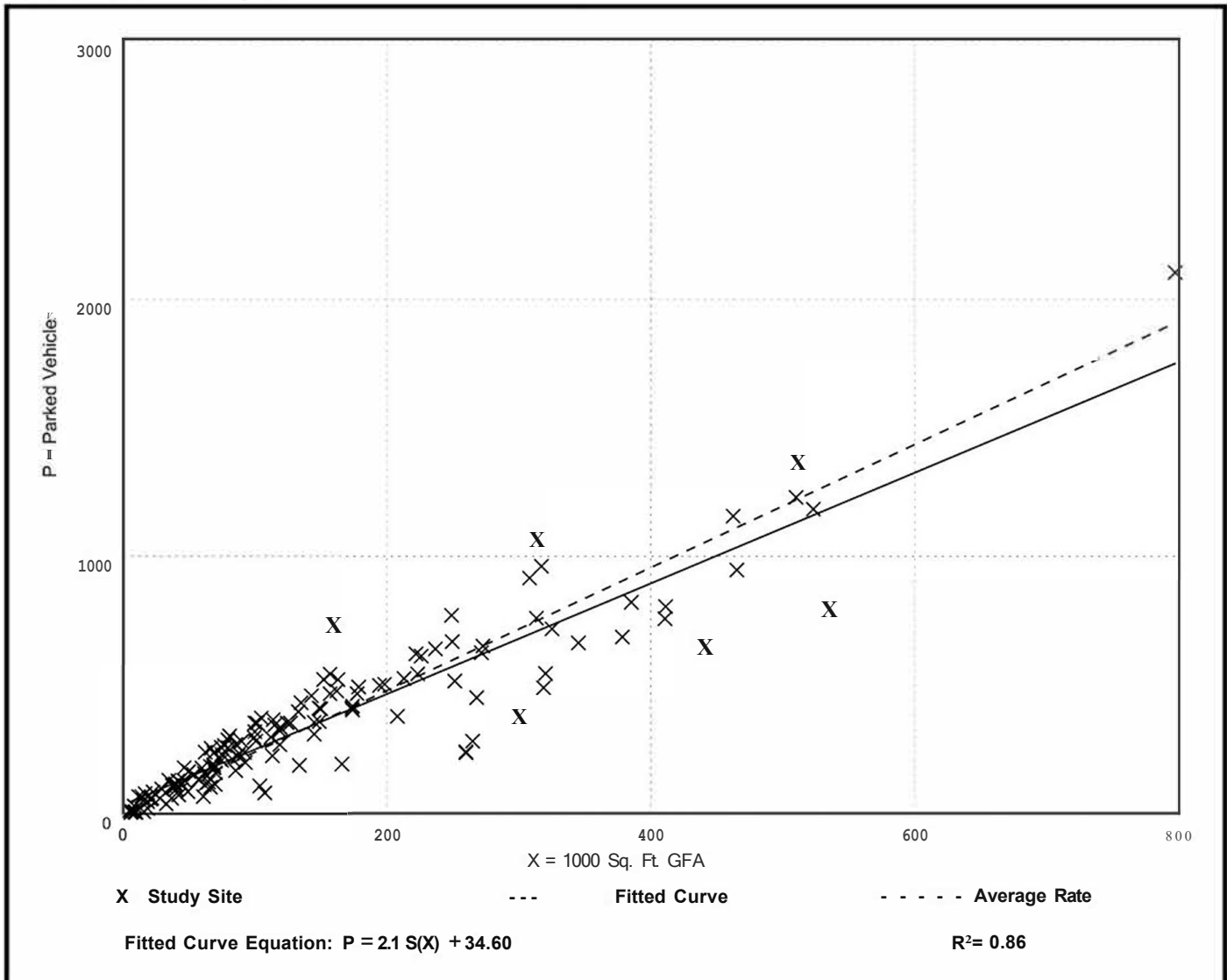
Number of Studies: 148

Avg. 1000 Sq. Ft. GFA: 145

## Peak Period Parking Demand per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	33rd / 85th Percentile	95% Confidence Interval	Standard Deviation (Coeff. of Variation)
2.39	0.50 - 5.58	2.30 / 3.30	2.28 - 2.50	0.69 ( 29%)

## Data Plot and Equation



# Shopping Center - Non-December

## (820)

The following table presents a time-of-day distribution of parking demand **during a non-December month** on a weekday (18 study sites), a Friday (seven study sites), and a Saturday (13 study sites).

Hour Beginning	Percent of Non-December Peak Parking Demand		
	Weekday	Friday	Saturday
12:00-4:00 a.m.	—	—	—
5:00 a.m.	—	—	—
6:00 a.m.	—	—	—
7:00 a.m.	—	—	—
8:00 a.m.	15	32	27
9:00 a.m.	32	50	46
10:00 a.m.	54	67	67
11:00 a.m.	71	80	85
12:00 p.m.	99	100	95
1:00 p.m.	100	98	100
2:00 p.m.	90	90	98
3:00 p.m.	83	78	92
4:00 p.m.	81	81	86
5:00 p.m.	84	86	79
6:00 p.m.	86	84	71
7:00 p.m.	80	79	69
8:00 p.m.	63	70	60
9:00 p.m.	42	—	51
10:00 p.m.	15	—	38
11:00 p.m.	—	—	—

### Additional Data

The parking demand database includes data from strip, neighborhood, community, town center, and regional shopping centers. Some of the centers contain non-merchandising facilities, such as office buildings, movie theaters, restaurants, post offices, banks, health clubs, and recreational facilities.

Many shopping centers, in addition to the integrated unit of shops in one building or enclosed around a mall, include outparcels (peripheral buildings or pads located on the perimeter of the center adjacent to the streets and major access points). These buildings are typically drive-in banks, retail stores, restaurants, or small offices. Although the data herein do not indicate which of the centers studied included peripheral buildings, it can be assumed that some of the data show their effect.

# Shopping Center - Non-December (820)

Peak Period Parking Demand vs: 1000 Sq. Ft. GLA

On a: Saturday

Setting/Location: General Urban/Suburban

Peak Period of Parking Demand: 11 :00 a.m. - 5:00 p.m.

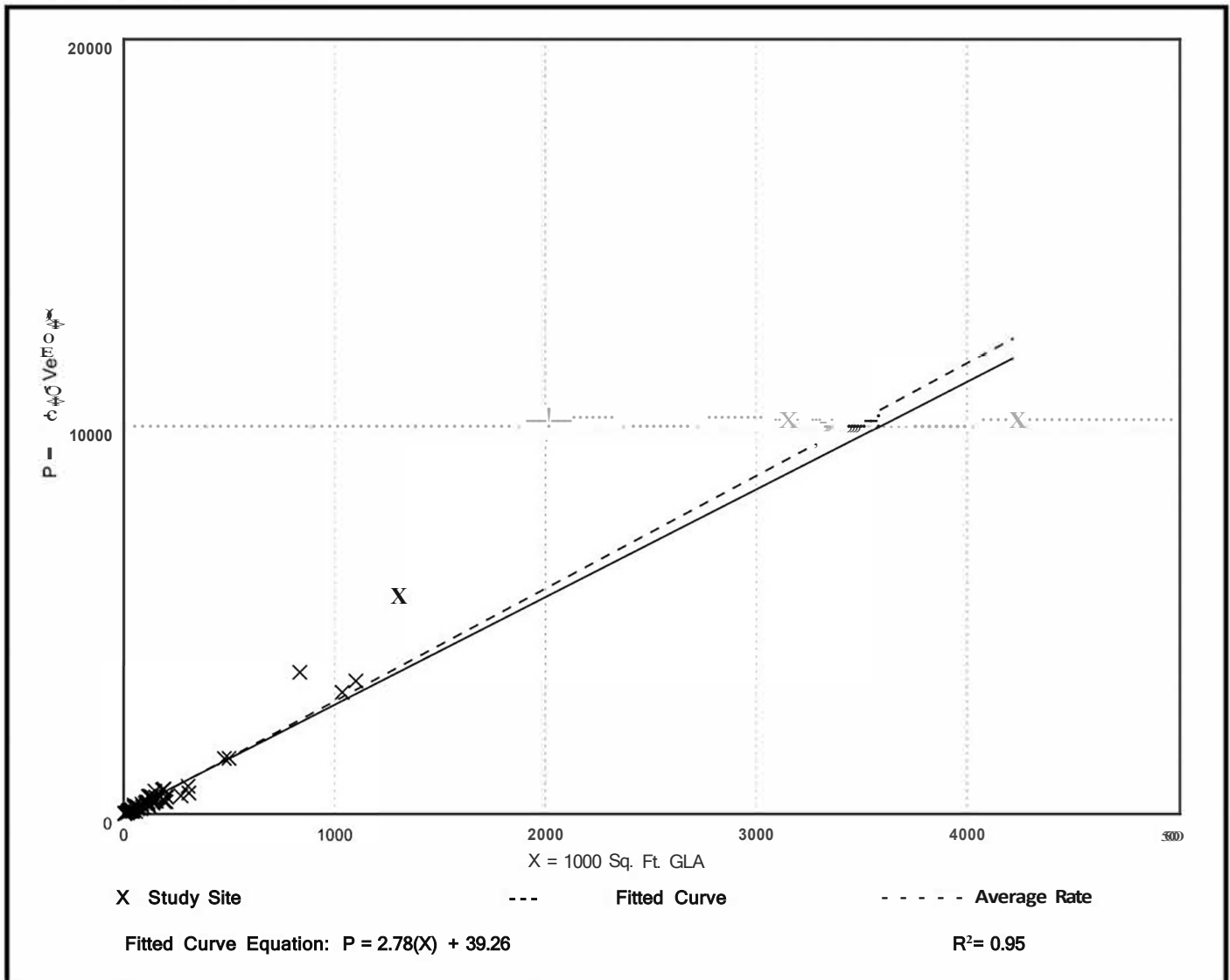
Number of Studies: 58

Avg. 1000 Sq. Ft. GLA: 313

## Peak Period Parking Demand per 1000 Sq. Ft. GLA

Average Rate	Range of Rates	33rd / 85th Percentile	95% Confidence Interval	Standard Deviation (Coef. of Variation)
2.91	1.15 - 4.72	2.27 / 3.74	2.72 - 3.10	0.74 ( 25%)

## Data Plot and Equation



# Shopping Center - Non-December (820)

Peak Period Parking Demand vs: 1000 Sq. Ft. GLA

On a: Weekday (Monday - Thursday)

Setting/Location: General Urban/Suburban

Peak Period of Parking Demand: 12:00 - 6:00 p.m.

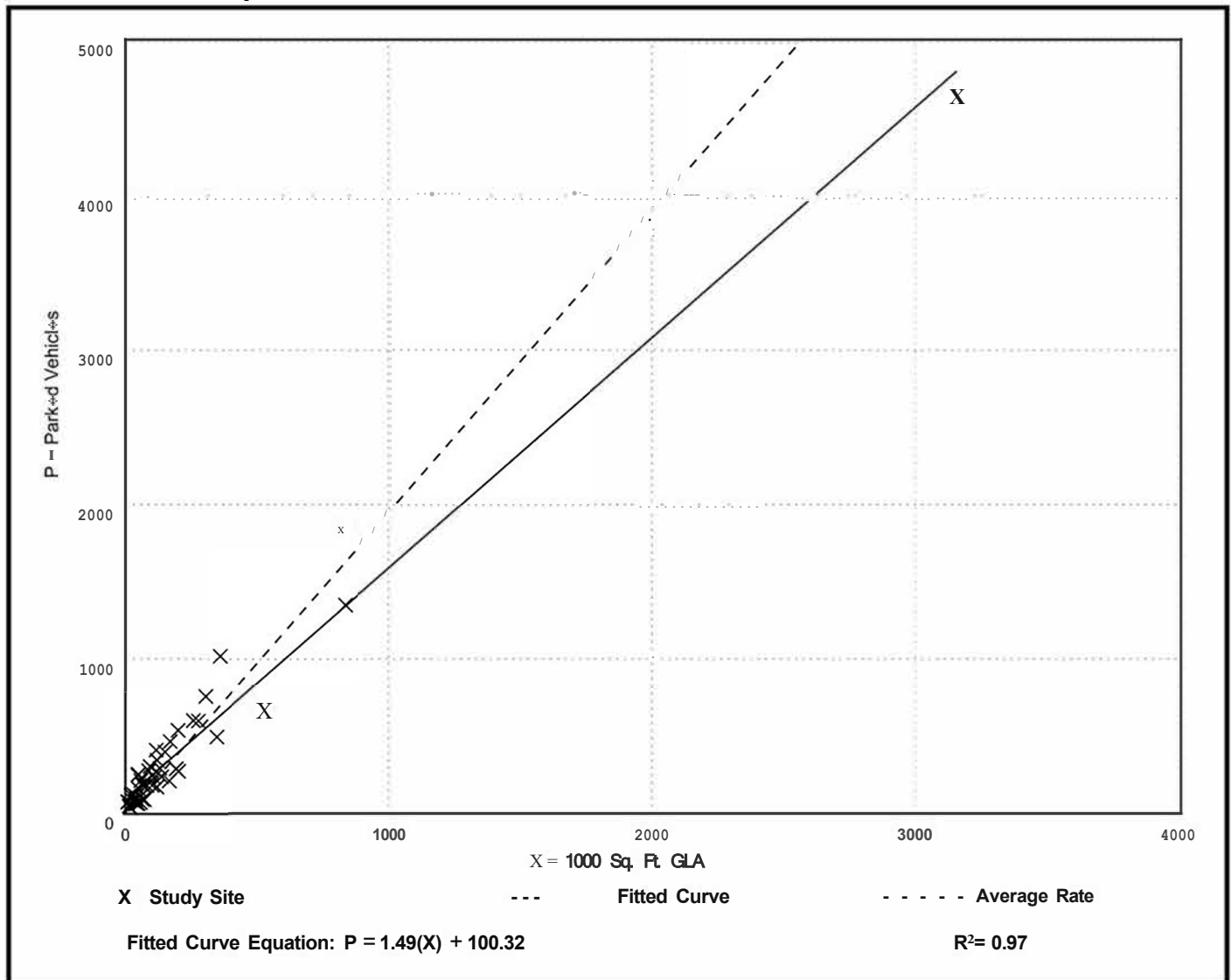
Number of Studies: 46

Avg. 1000 Sq. Ft. GLA: 218

## Peak Period Parking Demand per 1000 Sq. Ft. GLA

Average Rate	Range of Rates	33rd / 85th Percentile	95% Confidence Interval	Standard Deviation (Coeff. of Variation)
1.95	1.27 - 7.98	1.99 / 3.68	1.73-2.17	0.75 ( 38%)

## Data Plot and Equation



## Land Use: 931 Quality Restaurant

### Description

This land use consists of high quality, full-service eating establishments with a typical duration of stay of at least one hour. They are also commonly referred to as fine dining. Quality restaurants generally do not serve breakfast; some do not serve lunch; all serve dinner. This type of restaurant often requests and sometimes requires a reservation and is generally not part of a chain. A patron commonly waits to be seated, is served by wait staff, orders from a menu and pays after the meal. Some of the study sites have lounge or bar facilities (serving alcoholic beverages), but they are ancillary to the restaurant. Fast casual restaurant (Land Use 930) and high-turnover (sit-down) restaurant (Land Use 932) are related uses.

### Time of Day Distribution for Parking Demand

The following table presents a time-of-day distribution of parking demand on a Monday-through-Thursday weekday (one study site) and a Friday (one study site) in a general urban/suburban setting.

Hour Beginning	Percent of Peak Parking Demand	
	Weekday	Friday
12:00-4:00 a.m.	–	–
5:00 a.m.	–	–
6:00 a.m.	–	–
7:00 a.m.	–	–
8:00 a.m.	–	–
9:00 a.m.	–	–
10:00 a.m.	–	–
11:00 a.m.	20	11
12:00 p.m.	51	37
1:00 p.m.	56	54
2:00 p.m.	40	29
3:00 p.m.	27	22
4:00 p.m.	27	14
5:00 p.m.	39	18
6:00 p.m.	71	42
7:00 p.m.	100	91
8:00 p.m.	97	100
9:00 p.m.	–	–
10:00 p.m.	–	–
11:00 p.m.	–	–

# Quality Restaurant (931)

**Peak Period Parking Demand vs: Seats**

**On a: Friday**

**Setting/Location: General Urban/Suburban**

Peak Period of Parking Demand: 7:00 - 9:00 p.m.

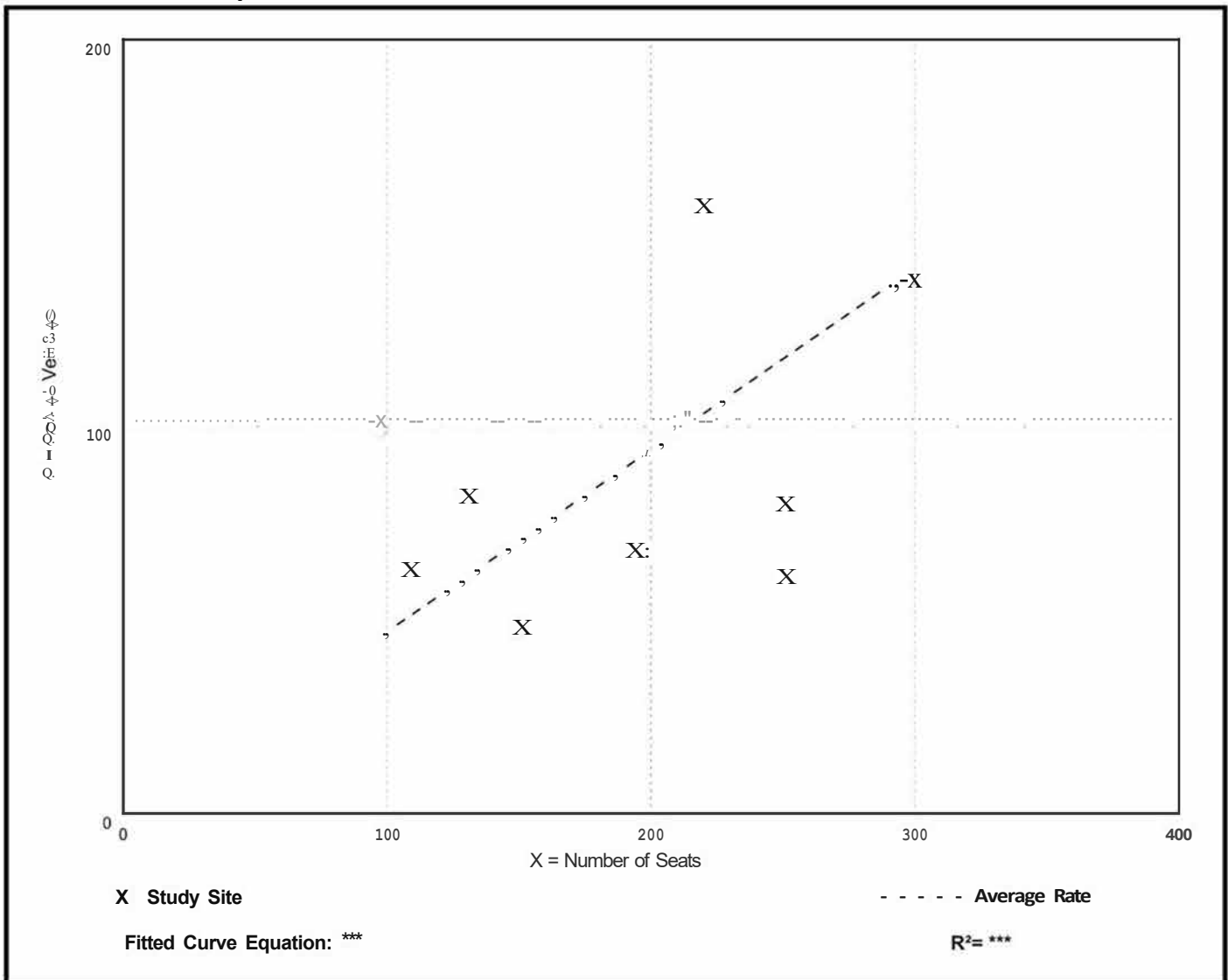
Number of Studies: 9

Avg. Num. of Seats: 189

## Peak Period Parking Demand per Seat

Average Rate	Range of Rates	33rd / 85th Percentile	95% Confidence Interval	Standard Deviation (Coeff. of Variation)
0.47	0.24 - 1.00	0.33 / 0.86	***	0.22 ( 47%)

## Data Plot and Equation





# Quality Restaurant (931)

Peak Period Parking Demand vs: Seats

On a: Saturday

Setting/Location: General Urban/Suburban

Peak Period of Parking Demand: 7:00 - 8:00 p.m.

Number of Studies: 4

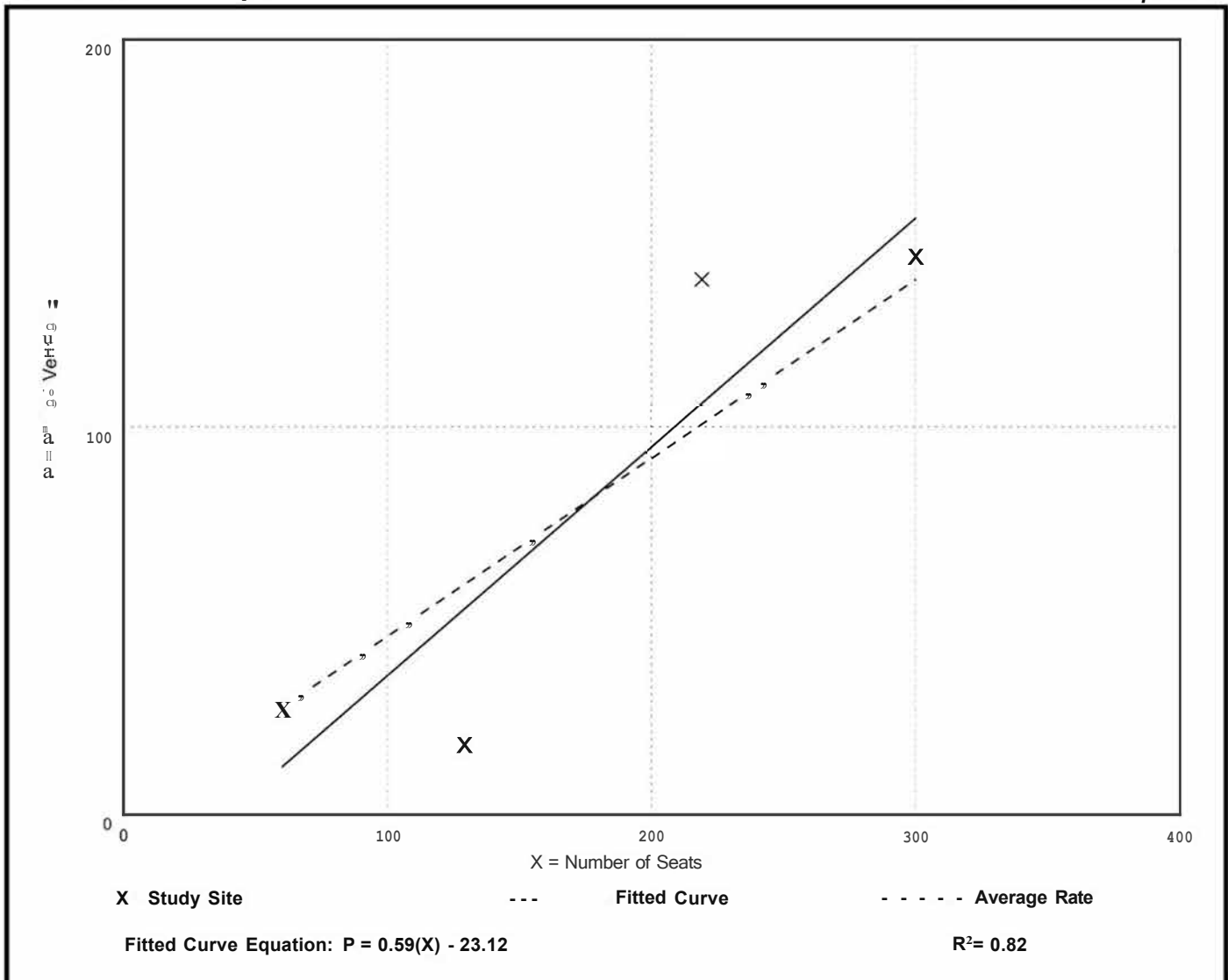
Avg. Num. of Seats: 177

## Peak Period Parking Demand per Seat

Average Rate	Range of Rates	33rd / 85th Percentile	95% Confidence Interval	Standard Deviation (Coeff. of Variation)
0.46	0.14 - 0.63	0.34 / 0.63	***	0.19(41%)

## Data Plot and Equation

Caution - Small Sample Size



# Quality Restaurant (931)

**Peak Period Parking Demand vs: Seats**

**On a: Weekday (Monday - Thursday)**

**Setting/Location: General Urban/Suburban**

Peak Period of Parking Demand: 7:00 - 8:00 p.m.

Number of Studies: 2

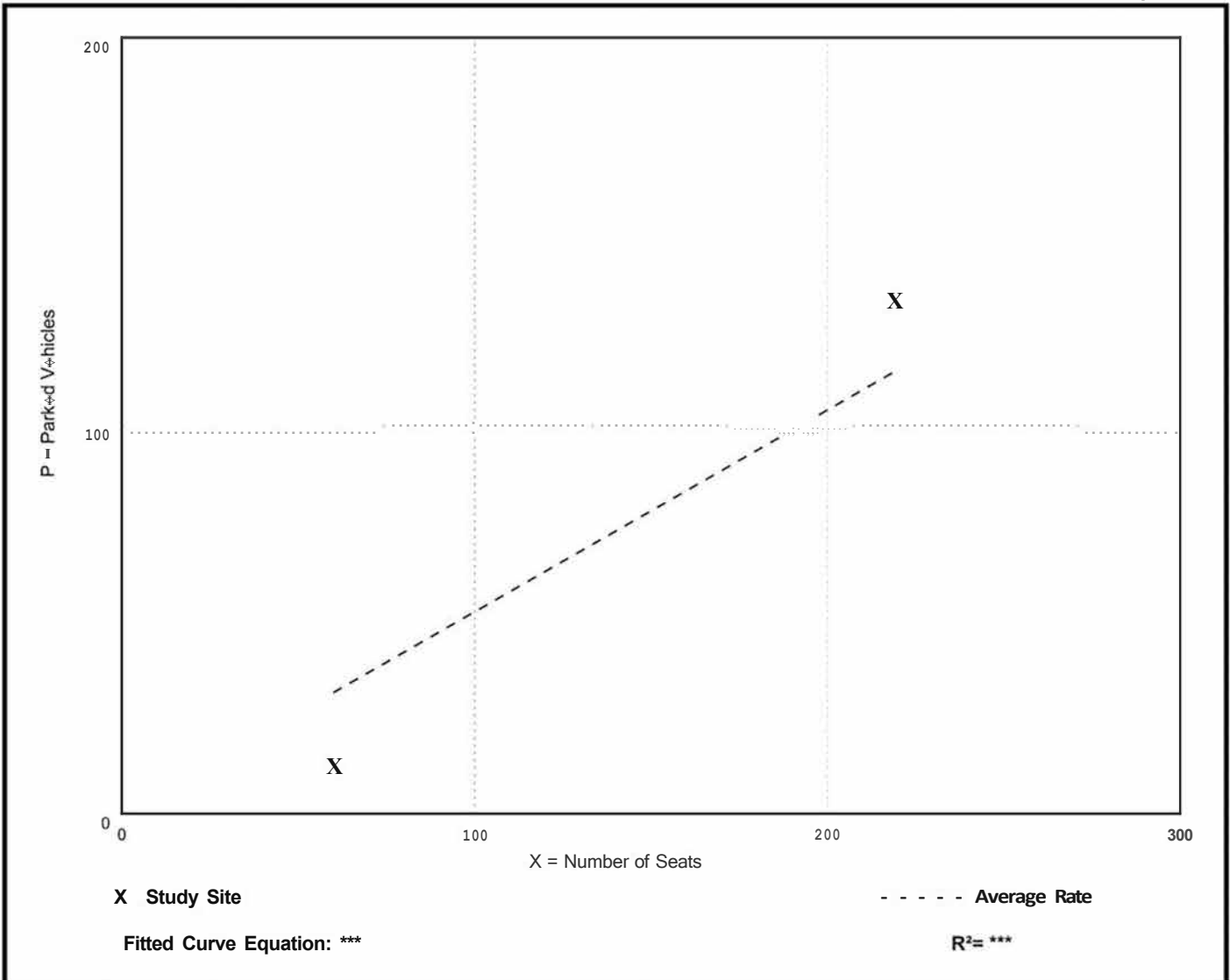
Avg. Num. of Seats: 140

## Peak Period Parking Demand per Seat

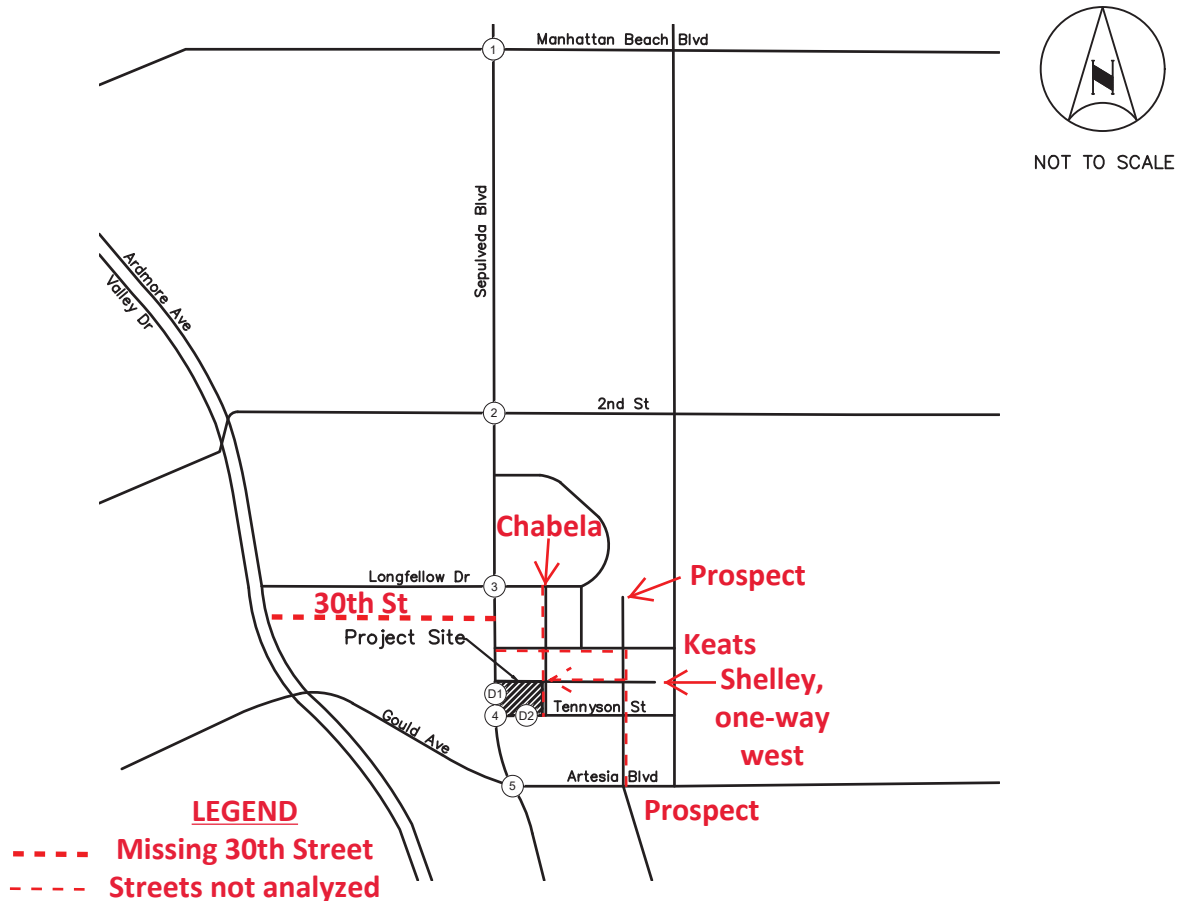
Average Rate	Range of Rates	33rd / 85th Percentile	95% Confidence Interval	Standard Deviation (Coeff. of Variation)
0.52	0.20 - 0.60	*** / ***	***	*** (***)

## Data Plot and Equation

*Caution - Small Sample Size*



PROJECT FAILED TO ANALYZE TRAFFIC IMPACTS ON RESIDENTIAL STREETS



1. Sepulveda Blvd at Manhattan Beach Blvd	2. Sepulveda Blvd at 2nd St	3. Sepulveda Blvd at Longfellow Dr	4. Sepulveda Blvd at Tennyson St
5. Sepulveda Blvd at Artesia Blvd/Gould Ave	D1. Sepulveda Blvd at Project Driveway 1	D2. Tennyson St at Project Driveway 2	

**LEGEND:**

- = Study Intersection
- = Turn or Through Lane
- = Signal
- OV = Right Turn Overlap

**FIGURE 3  
 EXISTING LANE CONFIGURATION  
 AND TRAFFIC CONTROL**

## EXHIBIT 4. MUNICIPAL CODE MAXIMUM PERMITTED NOISE

If the one (1) minute per hour ambient level (L2) exceeds the level in Table 4, then the ambient L2 becomes the exterior noise standard which may not be exceeded for a cumulative period of more than one (1) minute in any hour.

Table 5

Exterior noise standard which may not be exceeded for any period of time--L0  
TABLE INSET:

Designated Land Use or Zoning Classification	Time of Day	Exterior A-Weighted Noise Level
Residential	7:00 a.m.--10:00 p.m.	70 dB
	10:00 p.m.--7:00 a.m.	65
Commercial	7:00 a.m.--10:00 p.m.	85
	10:00 p.m.--7:00 a.m.	80
Industrial	7:00 a.m.--10:00 p.m.	90
	10:00 p.m.--7:00 a.m.	90

If the maximum ambient noise level (L0) exceeds the level in Table 5, then the ambient L0 becomes the exterior noise standard which may not be exceeded for any period of time.

Table 6

Exterior equivalent noise standard--LEE  
TABLE INSET:

Designated Land Use or Zoning Classification	Time of Day	Exterior A-Weighted Noise Level
Residential	7:00 a.m.--10:00 p.m.	55 dB
	10:00 p.m.--7:00 a.m.	50
Commercial	7:00 a.m.--10:00 p.m.	70
	10:00 p.m.--7:00 a.m.	65
Industrial	7:00 a.m.--10:00 p.m.	75

## EXHIBIT 4. MUNICIPAL CODE MAXIMUM PERMITTED NOISE

	10:00 p.m.--7:00 a.m.	75
--	--------------------------	----

If the ambient LEE exceeds the level in Table 6, then the ambient LEE becomes the exterior noise standard.

C. The ambient noise shall be measured at the same location as the measurement of the alleged intrusive noise with the alleged intrusive noise source not operating. If the operator of the alleged intrusive noise source cannot or will not stop the operation of the alleged noise source then the total noise level measured by the City employee or City's contractor shall be considered to be the alleged intrusive noise if in the opinion of the officer the alleged intrusive noise is the dominant noise sources at the measurement location.

D. If the ambient noise level is measured by stopping the operation of the alleged intrusive noise source, then the alleged intrusive noise source shall be determined by subtracting a value from the total noise level measured at the same location with the alleged intrusive noise source in operation. The values in the following table shall be utilized to determine the intrusive noise level based on the amount by which the noise level decreases when the noise source is turned off.

TABLE INSET:

Noise Level Decrease with Noise Source Off	Value to Subtract from Total Noise Level to Obtain Intrusive Noise Level
0	10 dB
1	7
2	4
3	3
4--5	2
6--9	1
10 or more	0

E. Correction for Character of Sound. For any source of noise which emits a pure tone or contains impulsive noise, the noise standards as set forth in this section shall be reduced by five (5) dB. Examples of impulsive noise include fire alarms, hammering operations, impact wrenches, and other mechanical devices that produce noise levels with a quick onset and delay. Examples of pure tone noises include whistles, bells, and other mechanical devices that emit a tone that is distinguishable by the City employee or contractor.

F. If the measurement location is on a boundary between two (2) different land use classifications, the noise level limit applicable to the more restrictive land use classification plus five (5) dB, shall apply.

(§ 6, Ord. 1957, eff. December 5, 1996)

### 5.48.170 Interior noise standards.

A. The following interior noise levels for common wall residential dwellings shall apply, unless otherwise specifically indicated, with windows open or closed.

1. Prohibition. No person shall operate or cause to be operated within a dwelling unit, any source of sound or allow the creation of any noise which causes the noise level when measured

## EXHIBIT 5. TRAFFIC AND PARKING EXPERT OPINIONS



sm

P.O. Box 18355  
Irvine CA 92623  
e-mail: [tepirvine@sbcglobal.net](mailto:tepirvine@sbcglobal.net)

phone: 949 552 4357

mobile: 909 263 0383

November 15, 2020

To: Don McPherson  
1014 1<sup>st</sup> Street Manhattan Beach, CA 90266  
Cell 310 487 0383  
[dmcphersonla@gmail.com](mailto:dmcphersonla@gmail.com)

From: Craig S. Neustaedter, Registered Traffic Engineer (TR1433)  
Ed Studor, Consulting Transportation Planner

Subject: Comments on 600 PCH Project  
City of Manhattan Beach  
Traffic and Shared Parking Evaluation by Kimley Horn (rev. 1)

### **Project Description**

The project site is an approximately 1.5-acre parcel located at 600 S. Sepulveda Boulevard (Pacific Coast Highway), on the northeast corner of the intersection of Sepulveda Boulevard and Tennyson Street. The property is currently occupied by a vacant 8,500 square foot restaurant building and parking lot with approximately 137 surface parking spaces. All existing structures and improvements will be demolished to accommodate the proposed project. The project proposes the construction of a mixed-use development consisting of 162 rooms, four story, 81,775 square foot hotel. The hotel includes limited dining options with accompanying full alcohol service in the first floor lounge and the fourth floor terrace that will be limited to use by hotel patrons only. A separate two-story building will house 16,348 square feet of retail and office space. Project access will consist of one right-in/right-out only driveway on Sepulveda Boulevard, and one full-movement driveway on Tennyson Street. Parking consists of a surface parking lot with 28 parking spaces and a subterranean parking garage with 130 spaces, 158 spaces total.

### **Site Plan**

The project site is bounded on three sides by public streets, Sepulveda Boulevard, Tennyson Street and Chabela Drive. The fourth side is a shared boundary with Pacific Place which consists primarily of medical offices. Sepulveda Boulevard is designated as California State Highway 1 and is a major artery serving businesses and through traffic along the California coast. Tennyson Street provides access to commercial businesses for the first block east of Sepulveda and then enters a residential neighborhood. At present a temporary barrier prevents any through traffic in either direction beyond Chabela Drive. Chabela is a very narrow residential street, with housing along the east side of the street and the project on the west side. No project site access is proposed to Chabela Drive, but a new sidewalk will be added along the project frontage. Shelley Street intersects with Chabela Drive at approximately the boundary line between the project site and the Pacific Place medical office complex. Shelley Street is a residential one-way westbound street that allows movement onto Chabela Drive.

***Transportation Engineering and Planning, Inc.***

## EXHIBIT 5. TRAFFIC AND PARKING EXPERT OPINIONS

### Traffic Impact

The traffic analysis conforms to the study scoping agreement with the City contained in the project documentation. However, the study does not address potential impacts to the adjacent residential neighborhood. Given the measures which have already been implemented by the City to prevent through traffic infiltration into the residential neighborhood (road closures, one-way streets and barriers) this is an issue that clearly needs to be addressed.

The traffic study makes no attempt to address prospective additional impacts to the local residential streets due to the proposed project. See attached annotated exhibit from the Kimley Horn TIA which indicates street intersections that should be evaluated along Keats Street, Prospect Avenue, Chabela Drive and 30<sup>th</sup> Street.

It is also worth noting that the Skechers Design Center and Executive Offices project which is located on Sepulveda Boulevard in very close proximity and includes a very comprehensive traffic analysis of this area includes a discussion of cumulative traffic impacts some of which could directly impact the PCH 600 project site. Skechers Design Center and Executive Offices Final Environmental Impact Report SCH # 2015041081, Certified January 31, 2018, cumulative analysis does not include the 600 PCH project, as it was not proposed at the time, but does recommend the extension of the left turn lane on Sepulveda Boulevard by an additional 40 feet in order to accommodate the left turn queue waiting to turn onto Tennyson Street. While the intersection would continue to operate at LOS F, this lane extension would prevent the queue from backing up into the southbound through lane of Sepulveda Boulevard. With the addition of the 600 PCH project traffic the cumulative analysis should have identified this issue and discussed whether a further extension of the left turn lane is warranted, but instead finds: "Based on the Level of Service standards and significant impact criteria, the project-related impact would not be considered significant; therefore, no mitigation is required." It is true that the intersection currently operates at LOS F and even with the extension would continue to operate at LOS F, but the left turn lane extension would improve the traffic flow of the southbound through lanes on Sepulveda Boulevard.

### Parking Analysis

Based on the uses proposed for the project site, the City Code requires a total of 243 parking spaces. Per the City's ordinance a 15% reduction in parking is permitted for mixed use development, which would reduce the overall requirement of 243 spaces to 205 spaces; a reduction of 38 spaces. The staff report indicates that a further reduction may be allowed with a Use Permit Application and a Parking Demand Evaluation. Based upon the parking demand analysis the project is proposing a total reduction of 85 spaces (34.9%) providing a total of 158 parking spaces. The parking demand analysis makes the conclusion that due to shared parking, the project provides sufficient parking to meet all peak on-site parking demand. On-site parking demand is further mitigated by the provision for transportation demand management measures, such as bicycle racks, public transportation, car-pooling, significant use of ride-sharing services, etc.

The Kimley Horn analysis has not used the most current and correct parking demand data in reaching this conclusion. While the Kimley Horn analysis cites the use of the latest *ITE Parking Generation Manual*, 5<sup>th</sup> Edition, the parking data utilized in the analysis do not reflect the 85<sup>th</sup> percentile data from the source document. Industry practice typically utilizes the 85<sup>th</sup> percentile peak parking rate to determine a site's minimum parking need. The 85<sup>th</sup> percentile is used to calculate a "reasonable worst case estimate" of a site's parking need. Also, the time of day factors used in the analysis are sourced from Urban Land Institute, *Shared Parking*, 2<sup>nd</sup> Edition. The *ITE Parking Generation Manual*, 5<sup>th</sup> Edition also provides these data and is the preferred source as it is based on more recent and comprehensive field surveys.

***Transportation Engineering and Planning, Inc.***

## EXHIBIT 5. TRAFFIC AND PARKING EXPERT OPINIONS

In addition, there is discussion in the staff report that the food service and bar would be for hotel guests only, likewise any live entertainment on the outdoor fourth floor terrace would be for hotel guests only. However, there is also discussion that the applicant is considering returning to the Planning Commission at a later date to classify the downstairs dining area and fourth floor terrace as restaurant uses. There is no analysis of the parking demand for the food service and bar, as they are currently proposed to be restricted to hotel guests only and thus would not generate any additional traffic or parking demand at project opening. Should these services be opened to the public at a later date, it would change the parking demand profile for the site. Once the project is completed with the proposed subterranean parking structure there would be no way to add more on-site parking. There is also discussion in the staff report that the hotel employees would discourage parking on Tennyson Street and Chabela Drive. That may well be, however, if the parking lot is full these adjacent streets become the only viable option for parkers.

Based on these concerns, TEP has developed a new matrix utilizing the *ITE Parking Generation Manual*, 5<sup>th</sup> Edition, 85<sup>th</sup> percentile parking generation rates and the ITE time of day factors. Using these most current and correct parking rates, the shared parking demand findings indicate a significant difference. The attached spreadsheets highlight the peak hour parking demands of our analysis. The SumSpace column provides the sum of parking demand by time of day for all uses currently proposed on the site. The PlusRest column adds the additional parking demand if the private dining and bar areas were opened to the general public. For purpose of this analysis, these areas are evaluated as a quality sit-down restaurant (Land Use Code 931).

The conversion of the dining and bar areas to public use would increase the on-site parking demand, and accounts for the highest peak hour demand for weekdays and weekends. The peak hour weekday parking demand equals 182 spaces between 12:00 Noon and 1:00 PM with public dining and bar service. Without the public restaurant use the peak hour weekday parking demand equals 177 spaces occurring between the hours of 9:00 and 10:00 AM. The peak weekend parking demand equals 287 spaces between 8:00 and 9:00 PM with public dining and bar service. Without the public restaurant use the peak hour weekday parking demand equals 251 spaces occurring between the hours of 12:00 Midnight and 4:00 AM. Our analysis indicates that on-site parking demand exceeds the current City zoning code requirements even without the conversion of the private dining and bar services to public use. As such, no parking reduction should be granted.

Please see attached spreadsheets and graphs.

### **Conclusion**

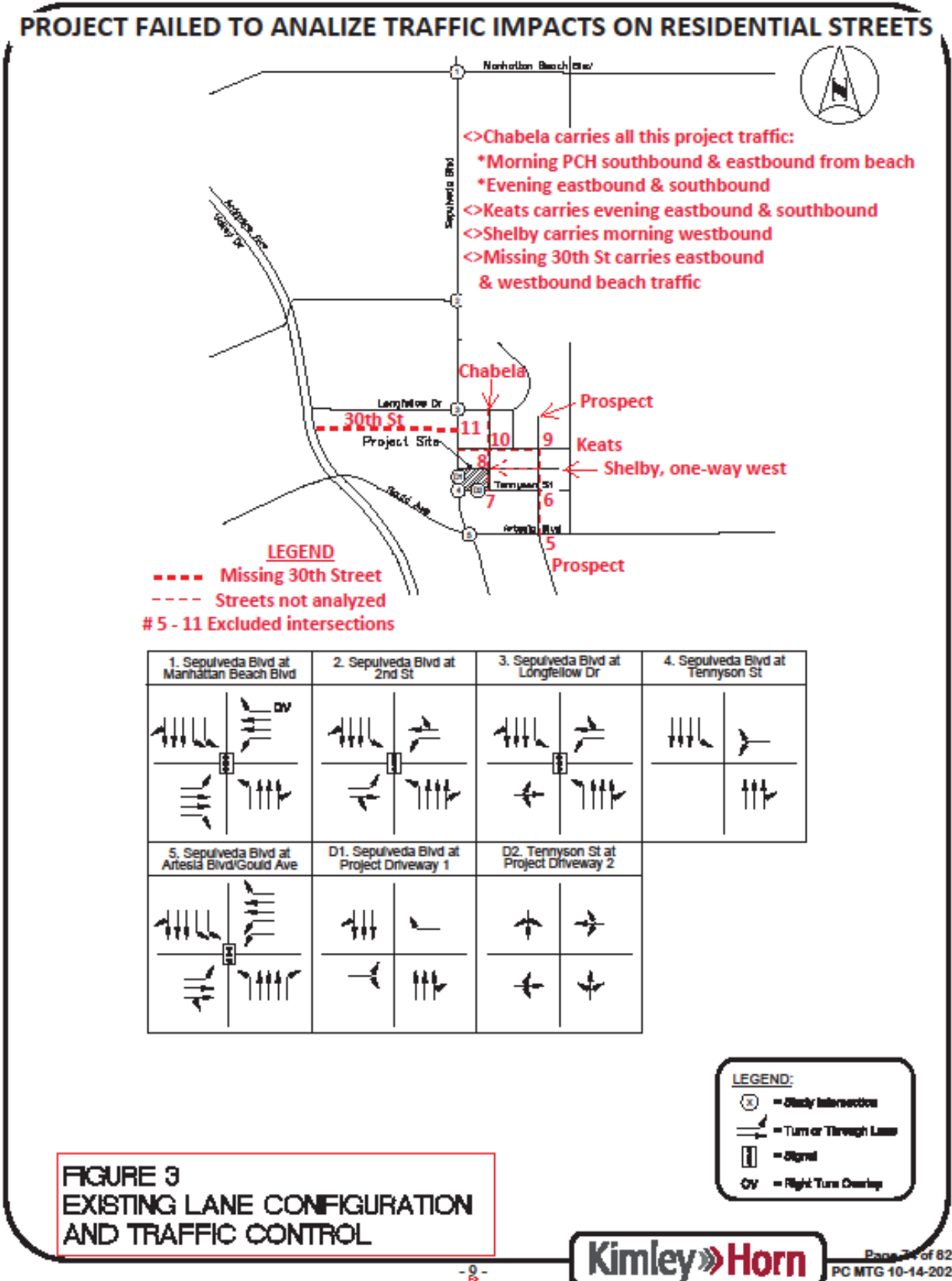
The study gives no analysis of the traffic impacts that may occur on the local neighborhood streets as a result of the project traffic. Measures have already been implemented by the City to discourage through traffic infiltration on the local adjacent streets. The project traffic study must address the prospective impact of the project on these streets and identify specific additional mitigation measures if needed.

In addition, the project TIA must address cumulative traffic impacts, as previously identified for the Skechers project.

While the City Code allows a reduction in on-site parking for mixed use projects, such as the proposed project, the Kimley Horn parking demand analysis proposes an excessive reduction in on-site parking demand based on an analysis using outdated and invalid data. The Kimley Horn analysis would result in a significant on-site parking deficiency. This would likely result in project generated parking demand spilling onto adjacent residential streets.

***Transportation Engineering and Planning, Inc.***





## EXHIBIT 5. TRAFFIC AND PARKING EXPERT OPINIONS

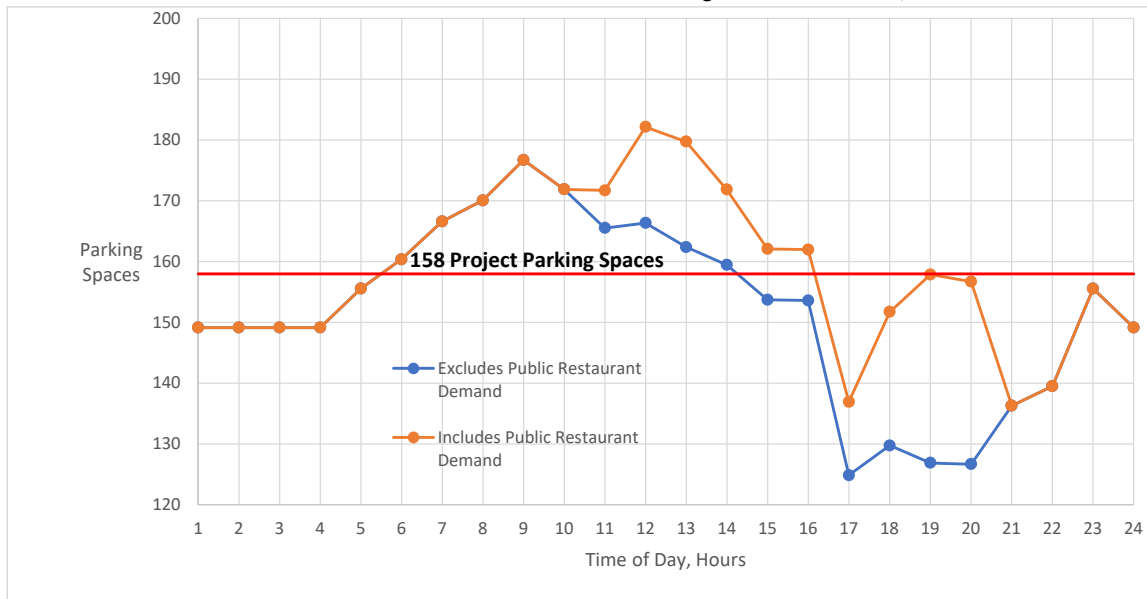
### Weekday Parking Demand Evaluation - 600 PCH Hotel, Manhattan Beach

#### ASSUMPTIONS

				ITE85Pct	PkSpaces
Rooms	HRooms	162	HPeak	0.99	160
SqFt	OArea	9.264	OPeak	3.30	31
SqFt	RArea	6.845	RPeak	1.86	13
Seats	Restaura	144	RestPk	0.86	124

Hour	HPct	Hspace	OPct	Ospace	RPct	Rspace	SumSpace	RestPct	RestSpace	PlusRest	Baseline
1	0.93	149					149			149	158
2	0.93	149					149			149	158
3	0.93	149					149			149	158
4	0.93	149					149			149	158
5	0.97	156					156			156	158
6	1.00	160		0		0	160		0	160	158
7	0.96	154	0.26	8	0.37	5	167		0	167	158
8	0.90	144	0.65	20	0.46	6	170		0	170	158
9	0.87	140	0.95	29	0.64	8	177		0	177	158
10	0.82	132	1.00	31	0.77	10	172		0	172	158
11	0.77	123	1.00	31	0.90	11	166	0.20	6	172	158
12	0.77	123	0.99	30	0.99	13	166	0.51	16	182	158
13	0.75	120	0.99	30	0.93	12	162	0.56	17	180	158
14	0.73	117	0.97	30	1.00	13	159	0.40	12	172	158
15	0.70	112	0.94	29	1.00	13	154	0.27	8	162	158
16	0.71	114	0.90	28	0.96	12	154	0.27	8	162	158
17	0.70	112		0	0.99	13	125	0.39	12	137	158
18	0.74	119		0	0.87	11	130	0.71	22	152	158
19	0.75	120		0	0.52	7	127	1.00	31	158	158
20	0.79	127		0		0	127	0.97	30	157	158
21	0.85	136		0		0	136		0	136	158
22	0.87	140		0		0	140		0	140	158
23	0.97	156		0		0	156		0	156	158
24	0.93	149					149			149	158

SOURCE: ITE Parking Generation Manual, 5th Edition



#### CONCLUSION:

Peak Weekday Parking Demand without public restaurant - 177 spaces 9:00-10:00 AM

Peak Weekday Parking Demand with public restaurant - 182 spaces 12:00 Noon-1:00 PM

## EXHIBIT 5. TRAFFIC AND PARKING EXPERT OPINIONS

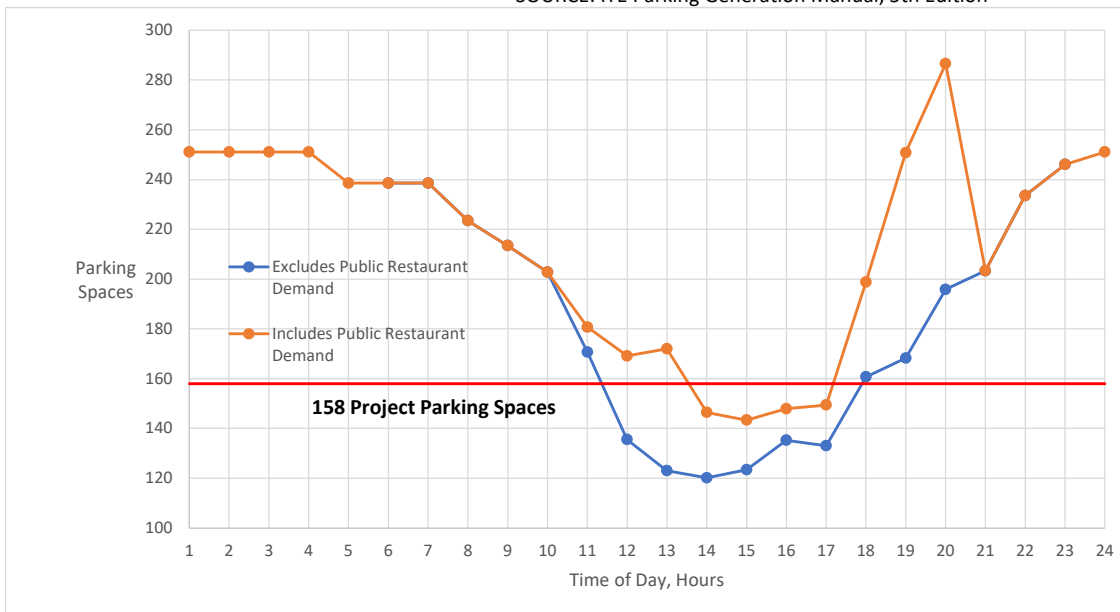
### Weekend Parking Demand Evaluation - 600 PCH Hotel, Manhattan Beach

#### ASSUMPTIONS

				ITE85Pct	PkSpaces
Rooms	HRooms	162	HPeak	1.55	251
SqFt	OArea	9.264	OPeak	0.73	7
SqFt	RArea	6.845	RPeak	2.56	18
Seats	Restaurar	144	RestPk	0.63	91

Hour	HPct	Hspace	OPct	Ospace	RPct	Rspace	SumSpace	RestPct	RestSpace	PlusRest	Baseline
1	1.00	251		0		0	251		0	251	158
2	1.00	251		0		0	251		0	251	158
3	1.00	251		0		0	251		0	251	158
4	1.00	251		0		0	251		0	251	158
5	0.95	239		0		0	239		0	239	158
6	0.95	239		0		0	239		0	239	158
7	0.95	239		0		0	239		0	239	158
8	0.89	223		0		0	223		0	223	158
9	0.85	213		0		0	213		0	213	158
10	0.74	186		0	0.97	17	203		0	203	158
11	0.61	153		0	1.00	18	171	0.11	10	181	158
12	0.47	118		0	1.00	18	136	0.37	34	169	158
13	0.42	105		0	1.00	18	123	0.54	49	172	158
14	0.41	103		0	0.98	17	120	0.29	26	146	158
15	0.43	108		0	0.88	15	123	0.22	20	143	158
16	0.48	121		0	0.84	15	135	0.14	13	148	158
17	0.53	133		0		0	133	0.18	16	149	158
18	0.64	161		0		0	161	0.42	38	199	158
19	0.67	168		0		0	168	0.91	83	251	158
20	0.78	196		0		0	196	1.00	91	287	158
21	0.81	203		0		0	203		0	203	158
22	0.93	234		0		0	234		0	234	158
23	0.98	246		0		0	246		0	246	158
24	1.00	251		0		0	251		0	251	158

SOURCE: ITE Parking Generation Manual, 5th Edition



#### CONCLUSION:

Peak Weekday Parking Demand without public restaurant - 251 spaces 12:00 Midnight-4:00 AM

Peak Weekday Parking Demand with public restaurant - 287 spaces 8:00-9:00 PM

## EXHIBIT 5. TRAFFIC AND PARKING EXPERT OPINIONS



sm

P.O. Box 18355  
Irvine CA 92623  
e-mail: [tepirvine@sbcglobal.net](mailto:tepirvine@sbcglobal.net)

phone: 949 552 4357  
fax: 909494 4408  
mobile: 909 263 0383

### **Craig S. Neustaedter, P.E., AICP Professional Resume**

#### **EDUCATION**

M.S.C.E. received from the University of California, Irvine. Major fields of study: transit planning, environmental analysis, traffic engineering, and travel demand forecasting.

Honors: Recipient of National Highway Institute Fellowship for Graduate studies.

B.A. received from the University of Colorado, Boulder.

Graduate of Certificate Program in Engineering Management, University of California, Irvine

#### **PROFESSIONAL CREDENTIALS AND AFFILIATIONS**

Registered Professional Engineer (Transportation, CA license # TR 1433)

American Institute of Certified Planners (AICP)

Institute of Transportation Engineers, Fellow

American Planning Association

American Public Works Association

American Society of Civil Engineers (ASCE)

Forensic Engineering Technical Group

Orange County Traffic Engineers Council (OCTEC)

Riverside - San Bernardino Institute of Transportation Engineers (RSBITE)

Traffic Signal Association of the Inland Empire

#### **PROFESSIONAL AND ACADEMIC ACTIVITIES**

Advisory Board Member, Cal State University, San Bernardino - Leonard University Transportation Center

Instructor, University of California, Riverside Extension - Fundamentals of Transportation Engineering (1999 – 2014)

Chairman Riverside San Bernardino ITE Technical Committee, (1995 through 2004)

Member ITE Technical Council Committees: Refinement of Traffic Forecasts; Transportation Expert Information Notebook

Author: "Fontana Truck Trip Generation Study", September, 2003

"Arterial Access Management Issues and Opportunities, Three Southern California Case Studies", Transportation Research Board, August 4, 1993;

"Chorro Street Area Traffic Calming Plan, A Case Study of Residential Traffic Control", Institute of Transportation Engineers District 6, July, 1997;

"Demand Predictive Models Based On Omnitrans Route 61 Ridership Data", Institute of Transportation Engineers District 6, July, 2002.

#### **REPRESENTATIVE PROJECT EXPERIENCE**

*On-call Traffic and Transportation Consultant to Local Governments – Monterey Park, Colton, Whittier, San Luis Obispo, Grand Terrace, Banning, Loma Linda, Fontana, Palm Desert, City of San Bernardino, Riverside County Transportation Department.*

***Transportation Engineering and Planning, Inc.***

## EXHIBIT 5. TRAFFIC AND PARKING EXPERT OPINIONS

*Traffic Engineering Project Management* – Port of Long Beach Sign Inventory Management System; Ontario New Model Community Access Management Plan; Traffic Control Plans/ Signing and Striping Plans/ Traffic Signal Plans for over 30 municipal agencies and developers in Southern California; Over 500 Traffic Speed Zone Studies for Palm Desert, Moreno Valley, Grand Terrace, Whittier and Colton. Traffic Calming Plans for Grand Terrace, and Moreno Valley.

*Circulation Impact Fee Programs* for the Irvine Business Complex and Cities of Grand Terrace, Moreno Valley, Colton, Yucaipa, and Whittier.

*Grant applications* preparation for federal surface transportation act (CMAQ, STP, TEA,) programs. Other programs including SB821, Safe Routes to School, HES, OTS, ATP.

*Transit and TDM Studies* - Demand Predictive Models Based On Omnitrans Ridership Data; North State Route 57 Corridor Transit System Opportunities and Options Study; Orange County Master Plan Study for Park and Ride Facilities; Study of the Effectiveness of Shared Ride Incentives; San Joaquin Hills Transportation Corridor Transit Demand Analysis, Anaheim Tour Bus Study.

*Computer Modeling* - Upland Traffic Demand Model, Fontana Travel Demand Model, North-South Corridor Model, Hawaii Kai Traffic Model, Santa Ana Heights/John Wayne Airport Traffic Model, Laguna Niguel Traffic Model, North Orange County Circulation Study Model.

*Project and Corridor Traffic Studies* – University Parkway Interchange at I-215 TEPA/PSR (San Bernardino), Whittier Blvd Specific Plan Traffic Study; Foothill Blvd. (SR-66) Improvement Plan (Fontana); Las Virgenes Road Corridor Design Plan; North/South (San Bernardino/Riverside Counties) Corridor Study; I-5/SR-133 Confluence Area Traffic Study; Moulton Parkway Super Street Feasibility Study; Foothill Blvd. Vision Plan (Upland) - Traffic Technical Report; Cajalco / SR 91 Systems and Funding Alternatives Analysis; San Joaquin Transportation Corridor West End Conceptual Design; Live Oak Canyon/I-10 Interchange PSR Traffic and Prioritization Study.

*EIR/General Plan Traffic Studies* – GPA 960, Riverside County, La Verne Circulation Element Update, Grand Terrace Circulation Element Update, Village 34 (Irvine) General Plan Amendment and Zone Change; Irvine Business Complex Supplemental EIR; Irvine Conservation/Open Space Element General Plan Amendment; John Wayne Airport/Santa Ana Heights; Laguna Niguel Comprehensive Traffic Study.

*Parking Studies* – University Village, Pomona Parking Study, Mission Promenade Shared Parking Analysis, City of Fontana Fast Food Restaurant Parking Analysis, Shared Parking Analyses for various projects throughout Southern California.

*Site Impact Studies* - Site impact studies for development projects in California and Hawaii, including residential, retail, commercial office, industrial, golf courses, hospitals, parking facilities, commercial and general aviation airports, parks, multi-modal facilities, mixed use developments, and government facilities.

*Bicycle Facilities* –Concept and Construction Design of 4 Corridor Bike Facilities, City of Monterey Park, San Sevaime Creek Bike Trail TEA Application, City of Fontana; City of Grand Terrace Bike Trail Plan (AB 1020); City of Moreno Valley Bike Trail Plan; Village 38 Bike Trail Study, City of Irvine; Moulton Parkway Bike Trail Study, County of Orange; California Aqueduct Bike Trail Conceptual Design, Moreno Valley.

## EXHIBIT 5. TRAFFIC AND PARKING EXPERT OPINIONS



P.O. Box18355  
Irvine, CA 92623  
e-mail [tepirvine@sbcglobal.net](mailto:tepirvine@sbcglobal.net)

phone: 949 552 4357  
fax: 909 494 4408  
mobile: 909 263 0383

### **Edwin D. Studor** **TEP Consultant Transportation Planner** **Professional Resume**

#### **EDUCATION**

**Bachelor of Science** degree from the School of Architecture and Environmental Design at the California Polytechnic State University at San Luis Obispo  
**Associate of Arts** degree from Mt. San Jacinto College

#### **PROFESSIONAL CREDENTIALS AND AFFILIATIONS**

Institute of Transportation Engineers, Life Member (# 19474)  
Transportation Planning Council-ITE  
Riverside-San Bernardino Institute of Transportation Engineers (RSBITE)

#### **PROFESSIONAL AND ACADEMIC ACTIVITIES**

Guest Lecturer, University of Riverside Extension-Fundamentals of Transportation Planning  
Co-Author with Steve Smith: "Integrating Land Use and Transportation Planning-Riverside County RCIP", Transportation Research Board, June 2003

#### **PROFESSIONAL EXPERIENCE**

**Background** – Mr. Studor has a total of more than of 35 years experience as a transportation planning professional. He served as the senior transportation planning program manager for Riverside County for the *16 year period from 1989 through 2005*. During this period he supervised the Development Review Division of the County Transportation Department and was responsible for reviewing traffic impact reports for private development submittals as well as preparing recommended conditions of approval. He directed several updates of the Riverside County Circulation element as well as directing various mitigation fee nexus studies. Served as the Riverside County representative for the regional transportation mitigation fee programs for both the Coachella Valley and Western Riverside County Transportation Uniform Mitigation Fee (TUMF) programs. He was designated as the Project Manager for the transportation component of the Riverside County Integrated Project (RCIP); a comprehensive, countywide plan integrating land use, transportation and habitat conservation.

**Consultant Experience** – *From 2005 to current*, Mr. Studor has provided consultant service to various local jurisdictions throughout the greater Los Angeles area including: the Cities of Rosemead, Whittier, South Pasadena, Colton, Grand Terrace, San Bernardino and Perris, as well as the County of Riverside. In addition, Mr. Studor has provided consultant services for a number of private development proposals.

Consultant services provided include the following: On-call services to scope and review traffic impact reports, while also recommending conditions of approval for development proposals; assist in the preparation traffic impact analysis reports for municipal projects; parking utilization and parking demand studies; prepared various transportation related grant applications, including Safe Routes to School, Bicycle Lane Account, SB 821, and Highway Safety Improvement Program; ordinance updates; and project management for general plan updates and freeway interchange improvements, serving as city staff to assist with consultant selection and providing consultant oversight.



**Manhattan Beach Hotel**

**Review of the Applicant's Noise Impact Analysis**

November 15, 2020

Prepared for:

Don McPherson  
1014 1<sup>st</sup> Street  
Manhattan Beach, CA 90266

By:

Steve Rogers Acoustics, LLC

A handwritten signature in blue ink, appearing to read 'S Rogers', is positioned above the printed name and title.

Steve Rogers  
Principal



## 1. Executive Summary

The proposed project is a new-construction hotel, office/retail building and subterranean parking structure to be located at 600 S. Sepulveda Boulevard in Manhattan Beach, CA. The main focus of this report is the hotel portion of the project, which includes an outdoor roof terrace, first floor exterior patio and rooftop HVAC equipment. The Applicant is proposing that the hotel will offer bar (and limited food) service until 1AM daily and there is also the possibility of live entertainment on the roof terrace until 9PM daily.

Concerns have been raised about the noise impact of hotel operations and, to address this issue, the Applicant has submitted a Noise Technical Memorandum dated September 21, 2020, prepared by Michael Baker International (MBI).

Steve Rogers Acoustics, LLC has completed a review of the MBI analysis, the findings of which are detailed in this report. Our conclusion is that the MBI analysis significantly understates the noise impact of the proposed project by:

- Assuming that only one of the 25 pieces of HVAC equipment on the roof will be operating at any given time. In reality, noise impact on the nearby residential uses would be the combined effect of multiple fans and condenser units operating simultaneously.
- Assuming an unrealistically low level of speech effort for each individual talker in the rooftop bar, roof terrace and hotel bar patio.
- Basing crowd noise impact evaluation on a single talker, whereas we estimate that the rooftop bar/terrace could accommodate 200 people, with room for dozens more on the first-floor patio.
- Not addressing potential noise impacts associated amplified music playback in the hotel, including live music performances and DJ sets on the rooftop terrace.
- Not addressing noise impacts on the residential uses located on El Oeste Drive, to the west of the project site. The homes on this street would have a direct line-of-sight to the rooftop bar/terrace, approximately 300-feet away.
- Not addressing the low ambient noise levels during the late evening or at night on the neighboring residential streets, nor the related issue of audibility of noise emanating from the hotel. Evaluation of audibility is necessary to demonstrate compliance with both the Municipal Code and the MBPC Conditions of Approval.

## 2. Project Location & Surrounding Uses

The project site is located at the northeast corner of Sepulveda Boulevard and Tennyson Street, as shown in Figure 1. To the east is Chabela Drive, which has single-family homes on it – as do nearby Shelley, Tennyson and Keats Streets. The topography of the single-family neighborhood to the east is significant to the noise impact analysis because there is a quite steep slope rising up to the north of Tennyson Street.





For example, on Chabela Drive north of Shelley Street, the ground level is as much as 20-feet above ground level on the project site, which means that the roofs of the two-story homes in this area are at approximately the same elevation as that proposed for the roof of the new hotel building.

To the west of the project site, on the opposite side of Sepulveda Boulevard, is El Oeste Drive – a residential cul-de-sac. The single-family properties on the east side of El Oeste are approximately 300-feet from the project site and many of these homes would have clear, unobstructed sightlines to the upper floors of the future hotel, including the rooftop bar and terrace.

### 3. Ambient Noise Levels

The main source of ambient noise in the area during the day is traffic flow on Sepulveda Boulevard. Additional noise contributions are made by sporadic traffic movements on the smaller surface streets, distant aircraft and HVAC equipment associated with commercial buildings nearby. At night, traffic on Sepulveda is greatly reduced and we noted very little movement on smaller streets.

#### A. Existing Ambient Noise Measurements

We measured existing ambient noise levels during the day and night on November 11, 2020 at two locations selected to represent the residential uses in closest proximity to the project site, shown as locations “1” and “2” in Figure 1. For each measurement, the sample period was 10-minutes, which we deemed to be representative of the noise climate for the hour in which each measurement was made.



Measured ambient noise levels are summarized as overall A-weighted Equivalent Noise Levels in Table 1. Equivalent Noise Level –conventionally denoted as “Leq” – is the same thing as the “LEE” noise descriptor used in the Manhattan Beach Municipal Code.

Table 1: Existing Ambient Noise Levels				
Location	DAY		NIGHT	
	Leq (dBA)	Time	Leq (dBA)	Time
1. Corner of Chabela Dr & Shelley St	55.4	12:46 AM	40.6	11:26 PM
2. El Oeste Dr	51.9	1:11 PM	38.0	11:46 PM

All noise measurements were made with a Bruel & Kjaer Type 2250 sound level meter, which satisfies the requirements for a Type 1 sound level meter (and exceeds the requirements for a Type 2 sound level meter) according to ANSI/ASA Standard S1.4. The calibration of the sound level meter was checked before and after use using a Bruel & Kjaer Type 4231 Acoustical Calibrator; we found that no change had occurred between the two calibration checks.

**B. Comparison with MBI Noise Measurements**

Our daytime noise level readings on Chabela Drive agree very closely with measurement results for this location reported by MBI in their September 21, 2020 memorandum. However, MBI’s analysis does not include ambient noise measurements on El Oeste Drive, nor does it address nighttime noise levels on the residential streets around the project site – which are significantly reduced compared to daytime conditions

**4. Applicable Noise Regulations**

**A. MUNICIPAL CODE - EXTERIOR NOISE STANDARDS**

Noise control requirements for the City of Manhattan Beach are contained in Chapter 5.48 “Noise Regulations” of the Municipal Code (aka the City Noise Ordinance). Section 5.48.160, Table 6 defines the exterior noise limits for the City in terms of maximum allowed exterior equivalent noise levels (LEE) as follows:

Designated Land Use or Zoning Classification	Time of Day	Exterior A-Weighted Noise Level
Residential	7:00 a.m.—10:00 p.m.	55 dB
	10:00 p.m.—7:00 a.m.	50
Commercial	7:00 a.m.—10:00 p.m.	70
	10:00 p.m.—7:00 a.m.	65
Industrial	7:00 a.m.—10:00 p.m.	75
	10:00 p.m.—7:00 a.m.	75

**B. MUNICIPAL CODE – AMPLIFIED SOUND REGULATIONS**

In addition to the exterior noise standards, the MBMC also prescribes specific requirements for control of amplified music, including paragraph 5.48.120, which reads:

*5.48.120 Amplified sounds - Electronic devices.*

*It is prohibited for any person to permit the transmission of, or cause to be transmitted, any amplified sound on any public street, sidewalk, alley, right-of-way, park, or any other public place or property which sound is audible at fifty feet (50'). This section shall not apply to any noncommercial public speaking, public assembly, or other activity for which a permit has been issued.*

**C. CONDITIONS OF APPROVAL – NOISE PROVISIONS**

Section 7 of the Manhattan Beach Planning Commission Draft Resolution PC 20-, dated November 18, 2020, lists the conditions attached to approval of the project. Condition number 16 under the Section 7 heading requires that:

*Noise emanating from the property shall be within the limitations prescribed by the City's Noise Ordinance and shall not create a nuisance to nearby property owners. Noise shall not be audible beyond the premises.*

**5. Project Noise Impact Evaluation****A. ROOFTOP HVAC EQUIPMENT**

The architect's roof plans for the project show a total of 16 fans and 9 condenser units on the roof of the hotel and much of this equipment would be located within 100-feet of the nearest homes on Chabela Drive.

The MBI analysis is based on noise from a single piece of typical mechanical equipment, producing 55 dBA at a distance of 50-feet. And, based on this assumption, MBI calculates a mechanical equipment noise level of 42 dBA at the nearest homes on Chabela Drive – which would comply with noise limits in the MBMC.

However, MBI's calculation do not take into account the cumulative effect of 25 pieces of equipment operating simultaneously – which would increase noise levels by 10 dBA or more at any given location on Chabela Drive.

So, even if MBI's assumed noise level for a single piece of equipment is realistic and estimated distance/shielding losses are accurate, the combined effect of multiple fans and condenser units operating at the same time would cause the nighttime noise limit in the MBMC to be exceeded.

In addition, HVAC equipment noise would be clearly audible at the homes on Chabela Drive, because of the low ambient noise levels in the area during the late evening and nighttime. This would be contrary to Condition of Approval #16 in the MBPC Draft Resolution PC 20-, which requires that noise emanating from the hotel "shall not be audible beyond the premises".



## B. VOICES IN THE OUTDOOR GATHERING AREAS

The project includes two outdoor gathering areas: (1) a patio at ground level, accessible to the hotel bar, and (2) a rooftop terrace. In addition, the enclosed portion of the rooftop bar is shown on the architect's drawings with retractable doors, which would allow the bar to be completely open to the outside on the west and south sides.

MBI has concluded that the noise of patrons' voices in the outdoor portion of the hotel bar and the roof deck would be approximately 23 dBA at the nearest residential uses and therefore less-than-significant. MBI also notes that the presence of the hotel building would further attenuate crowd noise received by the homes to the east.

We firmly disagree with MBI's analysis of crowd noise. In our opinion, crowd noise levels received at nearby residential uses would be substantially higher than MBI suggests and would exceed the nighttime noise standard in the MBMC. This is how we arrive at this conclusion:

- The MBI calculation is based on the assumption of "raised normal" speech effort and a noise level for each individual speaker of 60 dBA at 1 meter (3.28 feet). This reference noise level is taken from a recognized 2006 paper titled "Prediction of Crowd Noise" by M.J. Hayne et al. We believe that MBI's assumed noise level for individual talker is unrealistically low. In our experience, the speech effort of individual talkers in a lively, crowded bar would be at least "raised" and, more likely, "loud", with noise levels of 66 or 72 dBA at 1 meter respectively (according to Hayne et al, 2006); in other words, 6 to 12 dBA louder than MBI has assumed.
- The MBI calculation of crowd noise appears to be based on a single talker, whereas the roof deck and open-sided rooftop bar are sized for around 200 patrons, with capacity for dozens more on the ground floor patio. Total crowd noise during busy times in the bar/restaurant areas could therefore be approximately 20 dBA louder than the noise of a single talker.
- The MBI calculation does not take account of alcohol consumption, which has been shown to increase crowd noise by an additional 3 - 6 dBA, according to a 2011 paper on crowd noise by Hayne et al.

Combining all of the above factors, we would argue that the true impact of crowd noise in the outdoor gathering area of the hotel would be at least 30 dBA higher than MBI predicts – i.e. a net noise level of 53 dBA, which would exceed the nighttime exterior noise standard in the MBMC. We should also point out that, while the hotel building may provide some crowd noise shielding for homes to the east, homes to the west – such as those on El Oeste Drive – would have clear sightlines to the roof deck and bar and would not therefore benefit from any such shielding.

Furthermore, crowd noise from the outdoor gathering areas would be clearly audible at the homes on Chabela Drive and El Oeste Drive, because of the low ambient noise levels in each of these locations. This would be contrary to Condition of Approval #16 in the MBPC Draft Resolution PC 20-, which requires that noise emanating from the hotel "shall not be audible beyond the premises".



### C. AMPLIFIED MUSIC, LIVE PERFORMANCES

In our experience, one of the most significant impacts of outdoor bar/gathering spaces is amplified music playback. While the Applicant may not have specifically stated that this project will be equipped with permanent, built-in loudspeakers, it is almost certain that this feature will be part of the final design and that the loudspeaker distribution will include the rooftop bar, rooftop terrace and hotel bar patio.

Also, the MBPC Draft Resolution PC 20-, dated November 18, 2020, would allow live entertainment on the rooftop outdoor terrace until 9PM, seven days a week.

The MBI noise impact analysis does not address amplified music or live performances and does not, therefore, demonstrate that hotel operations would comply with the MBMC requirement that amplified music be inaudible on any of the surrounding streets at a distance of 50-feet from the source(s).

Given the relatively low ambient noise levels on the surrounding streets – such as El Oeste Drive, where the homes would have a direct line-of-sight to the rooftop terrace and bar – audibility of amplified music emanating from the hotel seems very likely, especially during outdoor live performances, DJ sets etc. This would be contrary not only to the noise regulations in the Municipal Code, but also Condition of Approval #16 in the MBPC Draft Resolution PC 20-, which requires that noise emanating from the hotel “shall not be audible beyond the premises”.

## 8. Conclusion

In our opinion, the analysis presented in MBI's Noise Technical Memorandum dated September 21, 2020, downplays and significantly understates the noise impact the hotel portion of the proposed project would have on the surrounding residential uses.

In light of the various omissions and unrealistic assumptions in MBI's analysis, we dispute MBI's claims that hotel operations will comply with the noise limits in the City of Manhattan Beach Municipal Code and that noise impacts will be less-than-significant.

Furthermore, MBI's analysis does not include an account of existing ambient noise levels around the project site during the late evening or at night, nor does it address the important issue of audibility of noise emissions from the hotel – which is necessary to demonstrate compliance with the MBPC Condition of Approval (#16) that noise emanating from the hotel “shall not be audible beyond the premises”.

**APPENDIX: Acoustical Terminology**

dB	Human perception of loudness is logarithmic rather than linear. For this reason, sound level is usually measured on a logarithmic decibel (dB) scale. A change of 10 dB equates to a perceived as a doubling (or halving) of loudness, while a change of 3 dB is generally considered to be just perceptible.
dBA	A-weighting is the application of a frequency-weighted scale designed to reflect the response of the human auditory system, in which low frequencies are attenuated, while mid and high frequencies are emphasized. A-weighted sound levels are expressed as dBA.
Leq	The Equivalent Noise Level (Leq) is an energy-average of noise levels over a stated period of time. Leq is the basic unit of environmental noise assessment in the United States and is also the basis of the "LEE" noise standards in the Manhattan Beach Municipal Code.



## Steve Rogers, Principal

### Resume

#### Experience

Steve Rogers Acoustics, LLC  
Los Angeles, California                      2005 – Present

#### *Principal*

SRA was formed to offer architects, attorneys, developers, environmental consultants and planners a source of high-quality acoustical consulting, with a strong emphasis on attentive and responsive service. Current and recent projects include: Environmental Impact Reports for the Hermosa Beach Oil Project, Baldwin Hills Oilfield and Port of Long Beach Middle Harbor Redevelopment, Indiana Street Freeway Noise Impact Study, Santa Monica College Performing Arts Center and Concorde Music Group's headquarters in Beverly Hills.

Veneklasen Associates, Inc.  
Santa Monica, California                      1995 – 2005

#### *Associate Principal*

Over the course of a decade with the acoustics group at VA, Steve served as project manager and main point of client contact for the firm's largest and highest-profile projects, including the Getty Center in Los Angeles, the Aquarium of the Pacific in Long Beach, Lloyd D. George Federal Courthouse in Las Vegas and numerous landmark office headquarters buildings.

Hann Tucker Associates  
Woking, Surrey, UK                              1988 – 1995

#### *Senior Consultant*

During his seven years with HTA (at the time, Europe's largest independent acoustical consulting firm) Steve gained broad experience in all aspects of acoustical consulting and exposure to a wide range of project types, including office buildings, hotels, recording studios, performing arts venues, courthouses and schools.

#### Education

University of Surrey, Guildford, Surrey, United Kingdom  
BSc (with Honors) Physics and Modern Acoustics, 1987

#### Professional Affiliations

- National Council of Acoustical Consultants
- Institute of Noise Control Engineering
- American Institute of Architects (Allied Affiliate)

## Martha Alvarez

---

**From:** Phillip Cook <phillip@cookandassoc.com>  
**Sent:** Sunday, January 10, 2021 11:53 AM  
**To:** List - City Council  
**Subject:** [EXTERNAL] Parklets turnaround  
**Attachments:** 2020 sensible, compassionate covid .pdf

**CAUTION:** This Email is from an EXTERNAL source. Ensure you trust this sender before clicking on any links or attachments.

Honorable City Council Members,

It was, what, a month or two ago I was singing the praises of the council's unusual, unexpected and brilliant decision to name the parking areas in front of downtown restaurants as a way of getting around LA County's closing of outdoor dining. Now, it seems that your concern for the wellbeing of business owners by shutting down outdoor dining has wavered. Are you overly influenced by individuals, who may be questionably informed, screaming about the dangers of Covid? Is it safer from a political standpoint to take aggressive actions so you can't be accused of not doing enough? Attached is a short, informative article that appeared in Hillsdale University's "Imprimis" monthly publication. The article is penned by an esteemed Professor of Medicine at Stanford University and a co-author of the Great Barrington Declaration. I believe he is imminently qualified to discuss Covid in a dispassionate manner. In other words, let's tune out social media, the 5 o'clock news, set aside our personal beliefs and find out what the science really says. It's a 10 to 15 minute informative read. Also, you might like to know 40,199 medical practitioners and 13,290 medical & public health scientists have signed their support of the Great Barrington Declaration which I think says volumes as to what the medical community thinks.

I meant to send an email (with the article) praising you for the parklet decision shortly after it was made. I don't know if this would have caused a different vote at the recent council meeting but at least you could have voted more informed as to what the science says. Thus, I feel partly to blame for closing the parklets and making DT business owners' lives more difficult. I don't mean this to sound like an accusation of not doing your homework. Obviously, I have no idea of how much each of you spent researching both sides of the issue. I do think the attached article would have helped inform your opinion and ultimate decisions (opening and closing).

By the way, Joe Franklin's idea of enforcement of mask wearing requirements should have been adopted. Diligent mask wearing by everyone would make a huge dent in the number of new cases. Just a few examples of strict enforcement DT would travel by word of mouth faster than Covid and make everyone safer (I really don't want to stay locked up in my house for 1 year or longer).

Thank you for your service to the community.

Phil  
Phillip Cook  
128 2<sup>nd</sup> St.  
MB, CA 90266

Securities offered through Cetera Advisor Networks, LLC (doing insurance business in CA as CFGAN Insurance Agency) Member FINRA/SIPC. Investment advisory services offered through Mogul Wealth Management, Inc. a Registered Investment Advisor. Cetera is under separate ownership from any other named entity. CA Insurance License 0502280 This message is intended only for the use of the addressee and may contain information that is PRIVILEGED and CONFIDENTIAL. If you are not the intended recipient, dissemination of this communication is prohibited. If you have received this communication in error, please



erase all copies of the message and its attachments and notify us immediately. The firm reserves and intends to exercise the right to review, monitor and retain contents of all electronic communication. Please do not send time-sensitive, action-oriented messages such as orders to buy or sell securities, fund transfer instructions, etc., unless authorized by us in writing.

# Imprimis

---

OVER 5,600,000 READERS MONTHLY

October 2020 · Volume 49, Number 10

## A Sensible and Compassionate Anti-COVID Strategy

Jay Bhattacharya  
Stanford University



**JAY BHATTACHARYA** is a Professor of Medicine at Stanford University, where he received both an M.D. and a Ph.D. in economics. He is also a research associate at the National Bureau of Economic Research, a senior fellow at the Stanford Institute for Economic Policy Research and at the Freeman Spogli Institute for International Studies, and director of the Stanford Center on the Demography and Economics of Health and Aging. A co-author of the Great Barrington Declaration, his research has been published in economics, statistics, legal, medical, public health, and health policy journals.

*The following is adapted from a panel presentation on October 9, 2020, in Omaha, Nebraska, at a Hillsdale College Free Market Forum.*

**My goal** today is, first, to present the facts about how deadly COVID-19 actually is; second, to present the facts about who is at risk from COVID; third, to present some facts about how deadly the widespread lockdowns have been; and fourth, to recommend a shift in public policy.

### 1. The COVID-19 Fatality Rate

In discussing the deadliness of COVID, we need to distinguish COVID *cases* from COVID *infections*. A lot of fear and confusion has resulted from failing to understand the difference.

We have heard much this year about the “case fatality rate” of COVID. In early March, the case fatality rate in the U.S. was roughly three percent—nearly three out of every hundred people who were identified as “cases” of COVID in early March died from it. Compare that to today, when the fatality rate of COVID is known to be less than one half of one percent.

In other words, when the World Health Organization said back in early March that three percent of people who get COVID die from it, they were wrong by at least one order of magnitude. The COVID fatality rate is much closer to 0.2 or 0.3 percent. The reason for the highly inaccurate early estimates is simple: in early March, we were not identifying most of the people who had been infected by COVID.

**Those who talk about the economic harms of the lockdowns are accused of heartlessness. Economic considerations are nothing compared to saving lives, they are told. So I’m not going to talk about economic effects—I’m going to talk about the effects on health, beginning with the U.N. estimate that 130 million additional people will starve this year as a result of the economic damage from the lockdowns.**

“Case fatality rate” is computed by dividing the number of deaths by the total number of confirmed cases. But to obtain an accurate COVID fatality rate, the number in the denominator should be the number of people who have been infected—the number of people who have actually had the disease—rather than the number of confirmed cases.

In March, only the small fraction of infected people who got sick and

went to the hospital were identified as cases. But the majority of people who are infected by COVID have very mild symptoms or no symptoms at all. These people weren’t identified in the early days, which resulted in a highly misleading fatality rate. And that is what drove public policy. Even worse, it continues to sow fear and panic, because the perception of too many people about COVID is frozen in the misleading data from March.

So how do we get an accurate fatality rate? To use a technical term, we test for seroprevalence—in other words, we test to find out how many people have evidence in their bloodstream of having had COVID.

This is easy with some viruses. Anyone who has had chickenpox, for instance, still has that virus living in them—it stays in the body forever. COVID, on the other hand, like other coronaviruses, doesn’t stay in the body. Someone who is infected with COVID and then clears it will be immune from it, but it won’t still be living in them.

What we need to test for, then, are antibodies or other evidence that someone has had COVID. And even antibodies fade over time, so testing for them still results in an underestimate of total infections.

Seroprevalence is what I worked on in the early days of the epidemic. In April, I ran a series of studies, using antibody tests, to see how many people in California’s Santa Clara County, where I live, had been infected. At the

*Imprimis* (im-pri-mis), [Latin]: in the first place

EDITOR  
Douglas A. Jeffrey

DEPUTY EDITORS  
Matthew D. Bell  
Timothy W. Caspar  
Samantha Strayer

ART DIRECTOR  
Shanna Cote  
PRODUCTION MANAGER  
Lucinda Grimm

STAFF ASSISTANTS  
Kim Ellsworth  
Markie Repp

Copyright © 2020 Hillsdale College. The opinions expressed in *Imprimis* are not necessarily the views of Hillsdale College. Permission to reprint in whole or in part is hereby granted, provided the following credit line is used:  
“Reprinted by permission from *Imprimis*, a publication of Hillsdale College.”

ISSN 0277-8432

time, there were about 1,000 COVID cases that had been identified in the county, but our antibody tests found that 50,000 people had been infected—i.e., there were 50 times more infections than identified cases. This was enormously important, because it meant that the fatality rate was not three percent, but closer to 0.2 percent; not three in 100, but two in 1,000.

When it came out, this Santa Clara study was controversial. But science is like that, and the way science tests controversial studies is to see if they can be replicated. And indeed, there are now 82 similar seroprevalence studies from around the world, and the median result of these 82 studies is a fatality rate of about 0.2 percent—exactly what we found in Santa Clara County.

In some places, of course, the fatality rate was higher: in New York City it was more like 0.5 percent. In other places it was lower: the rate in Idaho was 0.13 percent. What this variation shows is that the fatality rate is not simply a function of how deadly a virus is. It is also a function of who gets infected and of the quality of the health care system. In the early days of the virus, our health care systems managed COVID poorly. Part of this was due to ignorance: we pursued very aggressive treatments, for instance, such as the use of ventilators, that in retrospect might have been counterproductive. And part of it was due to negligence: in some places, we needlessly allowed a lot of people in nursing homes to get infected.

But the bottom line is that the COVID fatality rate is in the neighborhood of 0.2 percent.

## 2. Who Is at Risk?

The single most important fact about the COVID pandemic—in terms of deciding how to respond to it on both an individual and a governmental basis—is that it is not equally dangerous for everybody. This became clear

very early on, but for some reason our public health messaging failed to get this fact out to the public.

It still seems to be a common perception that COVID is equally dangerous to everybody, but this couldn't be further from the truth. There is a thousand-fold difference between the mortality rate in older people, 70 and up, and the mortality rate in children. In some sense, this is a great blessing. If it was a disease that killed children preferentially, I for one would react very differently. But the fact is that for young children, this disease is less dangerous than the seasonal flu. This year, in the United States, more children have died from the seasonal flu than from COVID by a factor of two or three.

Whereas COVID is not deadly for children, for older people it is *much* more deadly than the seasonal flu. If you look at studies worldwide, the COVID fatality rate for people 70 and up is about four percent—four in 100 among those 70 and older, as opposed to two in 1,000 in the overall population.

Again, this huge difference between the danger of COVID to the young and the danger of COVID to the old is the most important fact about the virus. Yet it has not been sufficiently emphasized in public health messaging or taken into account by most policymakers.

## 3. Deadliness of the Lockdowns

The widespread lockdowns that have been adopted in response to COVID are unprecedented—lockdowns have never before been tried as a method of disease control. Nor were these lockdowns part of the original plan. The initial rationale for lockdowns was that slowing the spread of the disease would prevent hospitals from being overwhelmed. It became clear before long that this was not a worry: in the U.S. and in most of the world, hospitals were never at risk of

being overwhelmed. Yet the lockdowns were kept in place, and this is turning out to have deadly effects.

Those who dare to talk about the tremendous economic harms that have followed from the lockdowns are accused of heartlessness. Economic considerations are nothing compared to saving lives, they are told. So I'm not going to talk about the economic effects—I'm going to talk about the deadly effects on health, beginning with the fact that the U.N. has estimated that 130 million additional people will starve this year as a result of the economic damage resulting from the lockdowns.

**First, herd immunity is not a strategy—it is a biological fact. Even when we have a vaccine, we will be relying on herd immunity as an end-point for this epidemic. Second, our strategy is not to let people die, but to protect the vulnerable. We know who is vulnerable, and we know who is not vulnerable. To continue to act as if we do not know these things makes no sense.**

In the last 20 years we've lifted one billion people worldwide out of poverty. This year we are reversing that progress to the extent—it bears repeating—that an estimated 130 million more people will starve.

Another result of the lockdowns is that people stopped bringing their children in for immunizations against diseases like diphtheria, pertussis (whooping cough), and polio, because they had been led to fear COVID more than they feared these more deadly diseases. This wasn't only true in the U.S. Eighty million children worldwide are now at risk of these diseases. We had made substantial progress in slowing them down, but now they are going to come back.

Large numbers of Americans, even though they had cancer and needed chemotherapy, didn't come in for treatment because they were more afraid of COVID than cancer. Others have skipped recommended cancer

screenings. We're going to see a rise in cancer and cancer death rates as a consequence. Indeed, this is already starting to show up in the data. We're also going to see a higher number of deaths from diabetes due to people missing their diabetic monitoring.

Mental health problems are in a way the most shocking thing. In June of this year, a CDC survey found that one in four young adults between 18 and 24 had seriously considered suicide. Human beings are not, after all, designed to live alone. We're meant to be in company with one another. It is unsurprising that the lockdowns have had the psy-

chological effects that they've had, especially among young adults and children, who have been denied much-needed socialization.

In effect, what we've been doing is requiring young people to bear the burden of controlling a disease from

which they face little to no risk. This is entirely backward from the right approach.

#### 4. Where to Go from Here

Last week I met with two other epidemiologists—Dr. Sunetra Gupta of Oxford University and Dr. Martin Kulldorff of Harvard University—in Great Barrington, Massachusetts. The three of us come from very different disciplinary backgrounds and from very different parts of the political spectrum. Yet we had arrived at the same view—the view that the widespread lockdown policy has been a devastating public health mistake. In response, we wrote and issued the Great Barrington Declaration, which can be viewed—along with explanatory videos, answers to frequently asked questions, a list of co-signers, etc.—online at [www.gbdeclaration.org](http://www.gbdeclaration.org).

The Declaration reads:

“As infectious disease epidemiologists and public health scientists we have grave concerns about the damaging physical and mental health impacts of the prevailing COVID-19 policies, and recommend an approach we call Focused Protection.

“Coming from both the left and right, and around the world, we have devoted our careers to protecting people. Current lockdown policies are producing devastating effects on short and long-term public health. The results (to name a few) include lower childhood vaccination rates, worsening cardiovascular disease outcomes, fewer cancer screenings, and deteriorating mental health—leading to greater excess mortality in years to come, with the working class and younger members of society carrying the heaviest burden. Keeping students out of school is a grave injustice.

“Keeping these measures in place until a vaccine is available will cause irreparable damage, with the underprivileged disproportionately harmed.

“Fortunately, our understanding of the virus is growing. We know that vulnerability to death from COVID-19 is more than a thousand-fold higher in the old and infirm than the young. Indeed, for children, COVID-19 is less dangerous than many other harms, including influenza.

“As immunity builds in the population, the risk of infection to all—including the vulnerable—falls. We know that all populations will eventually reach herd immunity—i.e., the point at which the rate of new infections is stable—and that this can be assisted by (but is not dependent upon) a vaccine. Our goal should therefore be to minimize mortality and social harm until we reach herd immunity.

“The most compassionate approach that balances the risks and benefits of reaching herd immunity, is to allow those who are at minimal risk of death to live their lives normally to build up immunity to the virus through natural infection, while better protecting those who are at highest risk. We call this Focused Protection.

“Adopting measures to protect the vulnerable should be the central aim of public health responses to COVID-19. By way of example, nursing homes should use staff with acquired immunity and perform frequent PCR testing of other staff and all visitors. Staff rotation should be minimized. Retired people living at home should have groceries and other essentials delivered to their home. When possible, they should meet family members outside rather than inside. A comprehensive and detailed list of measures, including approaches to multi-generational households, can be implemented, and is well within the scope and capability of public health professionals.

“Those who are not vulnerable should immediately be allowed to resume life as normal. Simple hygiene measures, such as hand washing and staying home when sick should be practiced by everyone to reduce the herd immunity threshold. Schools and universities should be open for in-person teaching. Extracurricular activities, such as sports, should be resumed. Young low-risk adults should work normally, rather than from home. Restaurants and other businesses should open. Arts, music, sports, and other cultural activities should resume. People who are more at risk may participate if they wish, while society as a whole enjoys the protection conferred upon the vulnerable by those who have built up herd immunity.”

\*\*\*

I should say something in conclusion about the idea of herd immunity, which some people mischaracterize

*continued on page 6*

as a strategy of letting people die. First, herd immunity is not a strategy—it is a biological fact that applies to most infectious diseases. Even when we come up with a vaccine, we will be relying on herd immunity as an end-point for this epidemic. The vaccine will help, but herd immunity is what will bring it to an end. And second, our strategy is not to let people die, but to protect the vulnerable. We know the people who are vulnerable, and we know the people who are not vulnerable. To continue to act as if we do not know these things makes no sense.

My final point is about science. When scientists have spoken up against the lockdown policy, there has been enormous pushback: “You’re endangering lives.” Science cannot operate in an environment like that. I don’t know all the answers to COVID; no one does. Science ought to be able to clarify the answers. But science can’t do its job in an environment where anyone who challenges the status quo gets shut down or cancelled.

To date, the Great Barrington Declaration has been signed by over 43,000 medical and public health scientists and medical practitioners. The Declaration thus does not represent a fringe view within the scientific community. This is a central part of the scientific debate, and it belongs in the debate. Members of the general public can also sign the Declaration.

Together, I think we can get on the other side of this pandemic. But we have to fight back. We’re at a place where our civilization is at risk, where the bonds that unite us are at risk of being torn. We shouldn’t be afraid. We should respond to the COVID virus rationally: protect the vulnerable, treat the people who get infected compassionately, develop a vaccine. And while doing these things we should bring back the civilization that we had so that the cure does not end up being worse than the disease. ■



EA1020PO3

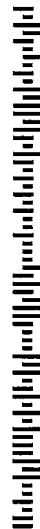
### HAS YOUR ADDRESS CHANGED?

- Correct and return the enclosed postage-paid envelope
- Email — [imprimis@hillsdale.edu](mailto:imprimis@hillsdale.edu)
- Or call — (800) 437-2268



SCAN TO  
SUPPORT  
HILLSDALE  
COLLEGE

NONPROFIT ORG.  
US POSTAGE  
PAID  
HILLSDALE COLLEGE



4493259 \*\*\*\*\*AUTO\*\*SCH 5-DIGIT 90266  
MR. PHILLIP COOK  
128 2ND ST  
MANHATTAN BEACH CA 90266-6508

ELECTRONIC SERVICE REQUESTED



1 - 2212  
1096677

**Martha Alvarez**

---

**From:** Diane Wiseman <dianejwiseman@gmail.com>  
**Sent:** Monday, January 18, 2021 1:27 PM  
**To:** List - City Council; City Manager  
**Subject:** [EXTERNAL] Fwd: 1/19/21 HEARING RE:MB POET'S OBJECTION TO MB PLANNING COMMISSION'S GRANTING OF MIXED USE PERMIT WITHOUT ENVIRONMENTAL IMPACT STUDY

**CAUTION:** This Email is from an EXTERNAL source. Ensure you trust this sender before clicking on any links or attachments.

Please provide etracking

Sent from my iPhone

Begin forwarded message:

**From:** dianewiseman <dianejwiseman@gmail.com>  
**Date:** January 18, 2021 at 12:53:20 PM PST  
**To:** rmontgomery@citymb.info  
**Subject:** 1/19/21 HEARING RE:MB POET'S OBJECTION TO MB PLANNING COMMISSION'S GRANTING OF MIXED USE PERMIT WITHOUT ENVIRONMENTAL IMPACT STUDY

Dear Council-Member Richard Montgomery:

I have been a homeowner and voter at 1171 Tennyson Street in the Poet's Section for about 20 years. My home is four houses east of the Tennyson and Chabela intersection, on the North side—just a stone's throw from the proposed 600 Hotel and Mixed Use Development ("the Development") I raised my family in this peaceful neighborhood, while working full-time as a professional, paying my taxes, voting and being a contributing part of the Poet's Section community.

As a resident and member of the Manhattan Beach Poet's ("MB Poets") homeowner's group, I respectfully request that the City Council Members overrule the MB Planning Commission's improvident and premature granting of a Mixed Use Permit at 600 Sepulveda, at the 11/18/20 meeting, without first ordering an ENVIRONMENTAL IMPACT STUDY (EIS). The granting of this permit was done over the objections of the Poet's Section residents' legitimately voiced concerns and suggestions.

The Commission's perfunctory lip service to me, our lawyer and experts, and the local neighbors who spoke, at the last two hearings on 10/14/20 and 11/18/20, and failure to order an EIP, was done in an officious, arrogant and perfunctory manner, while blatantly pandering to the Developers. All but one of the three Commissioners ignored the nearly 200 Poet's Section homeowners, who have vigorously voiced objections and concerns at these hearings, and in written petitions to the MB City Council.



The Planning Commission's arrogant disregard of the residents' concerns is exemplified by its "offer" to us of replacing the established trees on Chabela with a few slow growing bamboo shoots planted in confined three-foot planters—all that the Developer's plans have room for, and suggestion that the homeowners would end up building "Two Stories" anyway, so no problem with eliminating our VISUAL PRIVACY, FRESH AIR, ADDING TO NOISE AND AIR POLLUTION, ALONG WITH TRAFFIC/PEDESTRIAN DANGER AND ALCOHOL CONSUMPTION FROM 7:00AM TO 1:00AM, by members of the public and guests, contrary to the Developer's claims, whose presence has the potential of putting our children and residents at further risk, in the name of fattening the City's coffers.

Why are we so insistent about getting our due process by granting the legally required Environmental Impact Study? Because we care about continuing the quality of life in our neighborhood and safety of our children and others living, walking, riding bicycling, driving and parking in our neighborhood. Safety is a legitimate concern at the blind intersection on the West side of Tennyson and Sepulveda, where hotel guests, delivery people and employees, not to mention future construction workers and their trucks, would enter and exit the Development. The precarious and blind intersection of Tennyson and Sepulveda, on the East side of Sepulveda, has resulted in at least two known deaths in recent years and numerous traffic accidents. At least 30 children live on my block of Tennyson alone, not to mention the presence of many young families with children in the entire Poet's Section and Hermosa neighborhood, just west of Sepulveda, where many children and adults cross dangerous Sepulveda to walk to school or within our neighborhood

We are not asking that the Development be eliminated entirely! We have a right to demand responsible, safe and legally adequate development. We want to sit down and work out our differences with the City of Manhattan Beach and the developers. We want the Hotel lowered to three stories, in keeping with the City Plan, and other hotels of comparable size and location. We ask that the Development provide legally adequate number of parking spaces, to avoid the already steady overflow of parking from the high school, church and other nearby businesses. The Developers should be accountable and responsible to contributing to the quality and value of the Poet's Section, not turning a blind eye and further degrading it as some of the commercial development on the South side of Tennyson is already doing.

Very Truly Yours

Diane J. Wiseman, Resident 1171 Tennyson St, Manhattan Beach, CA 90266

**Martha Alvarez**

---

**From:** Diane Wiseman <dianejwiseman@gmail.com>  
**Sent:** Monday, January 18, 2021 1:24 PM  
**To:** List - City Council; City Manager  
**Subject:** [EXTERNAL] Fwd: 1/19/21 HEARING RE: MB POET'S OBJECTION TO MB PLANNING COMMISSION'S GRANTING OF MIXED USE PERMIT WITHOUT ENVIRONMENTAL IMPACT STUDY

**CAUTION:** This Email is from an EXTERNAL source. Ensure you trust this sender before clicking on any links or attachments.

Sent from my iPhone

Begin forwarded message:

**From:** Diane Wiseman <dianejwiseman@gmail.com>  
**Date:** January 18, 2021 at 1:23:55 PM PST  
**To:** shadley@citymb.info  
**Subject: Re: 1/19/21 HEARING RE: MB POET'S OBJECTION TO MB PLANNING COMMISSION'S GRANTING OF MIXED USE PERMIT WITHOUT ENVIRONMENTAL IMPACT STUDY**

Please provide etracking

Sent from my iPhone

On Jan 18, 2021, at 12:43 PM, dianewiseman <dianejwiseman@gmail.com> wrote:

Begin forwarded message:

**From:** dianewiseman <[dianejwiseman@gmail.com](mailto:dianejwiseman@gmail.com)>  
**Subject: MB POET'S OBJECTION TO MB PLANNING COMMISSION'S GRANTING OF MIXED USE PERMIT WITHOUT ENVIRONMENTAL IMPACT STUDY**  
**Date:** January 18, 2021 at 12:38:54 PM PST  
**To:** [shadley@citymb.info](mailto:shadley@citymb.info)  
**Cc:** Diane Wiseman <[dianejwiseman@gmail.com](mailto:dianejwiseman@gmail.com)>

Dear Mayor Hadley,

I have been a homeowner and voter at 1171 Tennyson Street in the Poet's Section for about 20 years. My home is four

houses east of the Tennyson and Chabela intersection, on the North side—just a stone’s throw from the proposed 600 Hotel and Mixed Use Development (“the Development”) I raised my family in this peaceful neighborhood, while working full-time as a professional, paying my taxes, voting and being a contributing part of the Poet’s Section community.

As a resident and member of the Manhattan Beach Poet’s (“MB Poets”) homeowner’s group, I respectfully request that the City Council Members overrule the MB Planning Commission’s improvident and premature granting of a Mixed Use Permit at 600 Sepulveda, at the 11/18/20 meeting, without first ordering an ENVIRONMENTAL IMPACT STUDY (EIS). The granting of this permit was done over the objections of the Poet’s Section residents’ legitimately voiced concerns and suggestions.

The Commission’s perfunctory lip service to me, our lawyer and experts, and the local neighbors who spoke, at the last two hearings on 10/14/20 and 11/18/20, and failure to order an EIP, was done in an officious, arrogant and perfunctory manner, while blatantly pandering to the Developers. All but one of the three Commissioners ignored the nearly 200 Poet’s Section homeowners, who have vigorously voiced objections and concerns at these hearings, and in written petitions to the MB City Council.

The Planning Commission’s arrogant disregard of the residents’ concerns is exemplified by its “offer” to us of replacing the established trees on Chabela with a few slow growing bamboo shoots planted in confined three-foot planters—all that the Developer’s plans have room for, and suggestion that the homeowners would end up building “Two Stories” anyway, so no problem with eliminating our VISUAL PRIVACY, FRESH AIR, ADDING TO NOISE AND AIR POLLUTION, ALONG WITH TRAFFIC/PEDESTRIAN DANGER AND ALCOHOL CONSUMPTION FROM 7:00AM TO 1:00AM, by members of the public and guests, contrary to the Developer’s claims, whose presence has the potential of putting our children and residents at further risk, in the name of fattening the City’s coffers.

Why are we so insistent about getting our due process by granting the legally required Environmental Impact Study? Because we care about continuing the quality of life in our neighborhood and safety of our children and others living, walking, riding bicycling, driving and parking in our neighborhood. Safety is a legitimate concern at the blind intersection on the West side of Tennyson and Sepulveda, where hotel guests, delivery people and employees, not to mention future construction workers and their trucks, would enter and exit the Development. The precarious and blind intersection of Tennyson and Sepulveda, on the East side of Sepulveda, has resulted in at least two known deaths in recent years and numerous traffic accidents. At least 30 children live on my block of Tennyson alone, not to mention the presence of many young families with children in the entire Poet’s Section and Hermosa neighborhood, just west of Sepulveda, where many children and adults cross

dangerous Sepulveda to walk to school or within our neighborhood

We are not asking that the Development be eliminated entirely! We have a right to demand responsible, safe and legally adequate development. We want to sit down and work out our differences with the City of Manhattan Beach and the developers. We want the Hotel lowered to three stories, in keeping with the City Plan, and other hotels of comparable size and location. We ask that the Development provide legally adequate number of parking spaces, to avoid the already steady overflow of parking from the high school, church and other nearby businesses. The Developers should be accountable and responsible to contributing to the quality and value of the Poet's Section, not turning a blind eye and further degrading it as some of the commercial development on the South side of Tennyson is already doing.

Very Truly Yours

Diane J. Wiseman, Resident 1171 Tennyson St, Manhattan Beach, CA 90266

## Martha Alvarez

---

**From:** Diane Wiseman <dianejwiseman@gmail.com>  
**Sent:** Monday, January 18, 2021 1:22 PM  
**To:** List - City Council; City Manager  
**Subject:** [EXTERNAL] Re: 1/19/21 HEARING RE:MB POET'S OBJECT TO MB PLANNING COMMISSION'S GRANTING OF MIXED USE PERMIT WITHOUT ENVIRONMENTAL IMPACT STUDY

**CAUTION:** This Email is from an EXTERNAL source. Ensure you trust this sender before clicking on any links or attachments.

Please provide etracking

Sent from my iPhone

On Jan 18, 2021, at 1:14 PM, Diane Wiseman <dianejwiseman@gmail.com> wrote:

Sent from my iPhone

Begin forwarded message:

**From:** dianewiseman <dianejwiseman@gmail.com>  
**Date:** January 18, 2021 at 12:49:21 PM PST  
**To:** hstern@citymb.info  
**Subject:** 1/19/21 HEARING RE:MB POET'S OBJECT TO MB PLANNING COMMISSION'S GRANTING OF MIXED USE PERMIT WITHOUT ENVIRONMENTAL IMPACT STUDY

Dear Mayor Pro Tem Hildy Stern:

I have been a homeowner and voter at 1171 Tennyson Street in the Poet's Section for about 20 years. My home is four houses east of the Tennyson and Chabela intersection, on the North side—just a stone's throw from the proposed 600 Hotel and Mixed Use Development (“the Development”) I raised my family in this peaceful neighborhood, while working full-time as a professional, paying my taxes, voting and being a contributing part of the Poet's Section community.

As a resident and member of the Manhattan Beach Poet's (“MB Poets”) homeowner's group, I respectfully request that the City Council Members overrule the MB Planning Commission's improvident and premature granting of a Mixed Use Permit at 600 Sepulveda, at the 11/18/20 meeting, without first ordering an ENVIRONMENTAL IMPACT STUDY (EIS). The

granting of this permit was done over the objections of the Poet's Section residents' legitimately voiced concerns and suggestions.

The Commission's perfunctory lip service to me, our lawyer and experts, and the local neighbors who spoke, at the last two hearings on 10/14/20 and 11/18/20, and failure to order an EIP, was done in an officious, arrogant and perfunctory manner, while blatantly pandering to the Developers. All but one of the three Commissioners ignored the nearly 200 Poet's Section homeowners, who have vigorously voiced objections and concerns at these hearings, and in written petitions to the MB City Council.

The Planning Commission's arrogant disregard of the residents' concerns is exemplified by its "offer" to us of replacing the established trees on Chabela with a few slow growing bamboo shoots planted in confined three-foot planters—all that the Developer's plans have room for, and suggestion that the homeowners would end up building "Two Stories" anyway, so no problem with eliminating our VISUAL PRIVACY, FRESH AIR, ADDING TO NOISE AND AIR POLLUTION, ALONG WITH TRAFFIC/PEDESTRIAN DANGER AND ALCOHOL CONSUMPTION FROM 7:00AM TO 1:00AM, by members of the public and guests, contrary to the Developer's claims, whose presence has the potential of putting our children and residents at further risk, in the name of fattening the City's coffers.

Why are we so insistent about getting our due process by granting the legally required Environmental Impact Study? Because we care about continuing the quality of life in our neighborhood and safety of our children and others living, walking, riding bicycling, driving and parking in our neighborhood. Safety is a legitimate concern at the blind intersection on the West side of Tennyson and Sepulveda, where hotel guests, delivery people and employees, not to mention future construction workers and their trucks, would enter and exit the Development. The precarious and blind intersection of Tennyson and Sepulveda, on the East side of Sepulveda, has resulted in at least two known deaths in recent years and numerous traffic accidents. At least 30 children live on my block of Tennyson alone, not to mention the presence of many young families with children in the entire Poet's Section and Hermosa neighborhood, just west of Sepulveda, where many children and adults cross dangerous Sepulveda to walk to school or within our neighborhood

We are not asking that the Development be eliminated entirely! We have a right to demand responsible, safe and legally adequate development. We want to sit down and work out our differences with the City of Manhattan Beach and the developers. We want the Hotel lowered to three stories, in keeping with the City Plan, and other hotels of comparable size and location. We ask that the Development provide legally adequate number of parking spaces, to avoid the already steady overflow of parking

from the high school, church and other nearby businesses. The Developers should be accountable and responsible to contributing to the quality and value of the Poet's Section, not turning a blind eye and further degrading it as some of the commercial development on the South side of Tennyson is already doing.

Very Truly Yours

Diane J. Wiseman, Resident 1171 Tennyson St, Manhattan Beach, CA 90266

I have been a homeowner and voter at 1171 Tennyson Street in the Poet's Section for about 20 years. My home is four houses east of the Tennyson and Chabela intersection, on the North side—just a stone's throw from the proposed 600 Hotel and Mixed Use Development (“the Development”) I raised my family in this peaceful neighborhood, while working full-time as a professional, paying my taxes, voting and being a contributing part of the Poet's Section community.

As a resident and member of the Manhattan Beach Poet's (“MB Poets”) homeowner's group, I respectfully request that the City Council Members overrule the MB Planning Commission's improvident and premature granting of a Mixed Use Permit at 600 Sepulveda, at the 11/18/20 meeting, without first ordering an ENVIRONMENTAL IMPACT STUDY (EIS). The granting of this permit was done over the objections of the Poet's Section residents' legitimately voiced concerns and suggestions.

The Commission's perfunctory lip service to me, our lawyer and experts, and the local neighbors who spoke, at the last two hearings on 10/14/20 and 11/18/20, and failure to order an EIP, was done in an officious, arrogant and perfunctory manner, while blatantly pandering to the Developers. All but one of the three Commissioners ignored the nearly 200 Poet's Section homeowners, who have vigorously voiced objections and concerns at these hearings, and in written petitions to the MB City Council.

The Planning Commission's arrogant disregard of the residents' concerns is exemplified by its “offer” to us of replacing the established trees on Chabela with a few slow growing bamboo shoots planted in confined three-foot planters—all that the Developer's plans have room for, and suggestion that the homeowners would end up building “Two Stories” anyway, so no problem with eliminating our VISUAL PRIVACY, FRESH AIR, ADDING TO NOISE AND AIR POLLUTION, ALONG WITH TRAFFIC/PEDESTRIAN DANGER AND ALCOHOL CONSUMPTION FROM 7:00AM TO 1:00AM, by members of the public and guests, contrary to the Developer's claims, whose presence has the potential of putting our children and residents at further risk, in the name of fattening the City's coffers.

Why are we so insistent about getting our due process by granting the legally required Environmental Impact Study? Because we care about continuing the quality of life in our neighborhood and safety of our children and others living, walking, riding bicycling, driving and parking in our neighborhood. Safety is a legitimate concern at the blind intersection on the West side of Tennyson and Sepulveda, where hotel guests, delivery people and employees, not to mention future construction workers and their trucks, would enter and exit the Development. The precarious and blind intersection of Tennyson and Sepulveda, on the East side of Sepulveda, has resulted in at least two known deaths in recent years and numerous traffic accidents. At least 30 children live on my block of Tennyson alone, not to mention the presence of many young families with children in the entire Poet's Section and Hermosa neighborhood, just west of Sepulveda, where many children and adults cross dangerous Sepulveda to walk to school or within our neighborhood

We are not asking that the Development be eliminated entirely! We have a right to demand responsible, safe and legally adequate development. We want to sit down and work out our differences with the City of Manhattan Beach and the developers. We want the Hotel lowered to three stories, in keeping with the City Plan, and other hotels of comparable size and location. We ask that the Development provide legally adequate number of parking spaces, to avoid the already steady overflow of parking from the high school, church and other nearby businesses. The Developers should be accountable and responsible to contributing to the quality and value of the Poet's Section, not turning a blind eye and further degrading it as some of the commercial development on the South side of Tennyson is already doing.

Very Truly Yours

Diane J. Wiseman, Resident 1171 Tennyson St, Manhattan Beach, CA 90266



## Martha Alvarez

---

**From:** Diane Wiseman <dianejwiseman@gmail.com>  
**Sent:** Monday, January 18, 2021 1:22 PM  
**To:** List - City Council; City Manager  
**Subject:** [EXTERNAL] Re: 1/19/21 HEARING RE:MB POET'S OBJECTION TO MB PLANNING COMISSION'S GRANTING OF MIXED USE PERMIT WITHOUT ENVIRONMENTAL IMPACT STUDY

**CAUTION:** This Email is from an EXTERNAL source. Ensure you trust this sender before clicking on any links or attachments.

Please provide etracking

Sent from my iPhone

On Jan 18, 2021, at 1:15 PM, Diane Wiseman <dianejwiseman@gmail.com> wrote:

Sent from my iPhone

Begin forwarded message:

**From:** dianewiseman <dianejwiseman@gmail.com>  
**Date:** January 18, 2021 at 12:51:25 PM PST  
**To:** snapolitano@citymb.info  
**Subject:** 1/19/21 HEARING RE:MB POET'S OBJECTION TO MB PLANNING COMISSION'S GRANTING OF MIXED USE PERMIT WITHOUT ENVIRONMENTAL IMPACT STUDY

Dear Council-member Steve Napolitano:

I have been a homeowner and voter at 1171 Tennyson Street in the Poet's Section for about 20 years. My home is four houses east of the Tennyson and Chabela intersection, on the North side—just a stone's throw from the proposed 600 Hotel and Mixed Use Development ("the Development") I raised my family in this peaceful neighborhood, while working full-time as a professional, paying my taxes, voting and being a contributing part of the Poet's Section community.

As a resident and member of the Manhattan Beach Poet's ("MB Poets") homeowner's group, I respectfully request that the City Council Members overrule the MB Planning Commission's improvident and premature granting of a Mixed Use Permit at 600 Sepulveda, at the 1/18/20 meeting, without first

ordering an ENVIRONMENTAL IMPACT STUDY (EIS). The granting of this permit was done over the objections of the Poet's Section residents' legitimately voiced concerns and suggestions.

The Commission's perfunctory lip service to me, our lawyer and experts, and the local neighbors who spoke, at the last two hearings on 10/14/20 and 11/18/20, and failure to order an EIP, was done in an officious, arrogant and perfunctory manner, while blatantly pandering to the Developers. All but one of the three Commissioners ignored the nearly 200 Poet's Section homeowners, who have vigorously voiced objections and concerns at these hearings, and in written petitions to the MB City Council.

The Planning Commission's arrogant disregard of the residents' concerns is exemplified by its "offer" to us of replacing the established trees on Chabela with a few slow growing bamboo shoots planted in confined three-foot planters—all that the Developer's plans have room for, and suggestion that the homeowners would end up building "Two Stories" anyway, so no problem with eliminating our VISUAL PRIVACY, FRESH AIR, ADDING TO NOISE AND AIR POLLUTION, ALONG WITH TRAFFIC/PEDESTRIAN DANGER AND ALCOHOL CONSUMPTION FROM 7:00AM TO 1:00AM, by members of the public and guests, contrary to the Developer's claims, whose presence has the potential of putting our children and residents at further risk, in the name of fattening the City's coffers.

Why are we so insistent about getting our due process by granting the legally required Environmental Impact Study? Because we care about continuing the quality of life in our neighborhood and safety of our children and others living, walking, riding bicycling, driving and parking in our neighborhood. Safety is a legitimate concern at the blind intersection on the West side of Tennyson and Sepulveda, where hotel guests, delivery people and employees, not to mention future construction workers and their trucks, would enter and exit the Development. The precarious and blind intersection of Tennyson and Sepulveda, on the East side of Sepulveda, has resulted in at least two known deaths in recent years and numerous traffic accidents. At least 30 children live on my block of Tennyson alone, not to mention the presence of many young families with children in the entire Poet's Section and Hermosa neighborhood, just west of Sepulveda, where many children and adults cross dangerous Sepulveda to walk to school or within our neighborhood

We are not asking that the Development be eliminated entirely! We have a right to demand responsible, safe and legally adequate development. We want to sit down and work out our differences with the City of Manhattan Beach and the developers. We want the Hotel lowered to three stories, in keeping with the City Plan, and other hotels of comparable size and location. We ask that the Development provide legally adequate number of

parking spaces, to avoid the already steady overflow of parking from the high school, church and other nearby businesses. The Developers should be accountable and responsible to contributing to the quality and value of the Poet's Section, not turning a blind eye and further degrading it as some of the commercial development on the South side of Tennyson is already doing.

Very Truly Yours

Diane J. Wiseman, Resident 1171 Tennyson St, Manhattan Beach, CA 90266

**Martha Alvarez**

---

**From:** Diane Wiseman <dianejwiseman@gmail.com>  
**Sent:** Monday, January 18, 2021 1:21 PM  
**To:** List - City Council; City Manager  
**Subject:** [EXTERNAL] Re: 1/19/21 HEARING RE: MB POET'S OBJECTION TO MB PLANNING COMMISSION'S GRANTING OF MIXED USE PERMIT WITHOUT ENVIRONMENTAL IMPACT STUDY

**CAUTION:** This Email is from an EXTERNAL source. Ensure you trust this sender before clicking on any links or attachments.

Please provide etracking

Sent from my iPhone

On Jan 18, 2021, at 1:16 PM, Diane Wiseman <dianejwiseman@gmail.com> wrote:

Sent from my iPhone

Begin forwarded message:

**From:** Diane Wiseman <dianejwiseman@gmail.com>  
**Date:** January 18, 2021 at 1:04:10 PM PST  
**To:** CityCouncil@citymb.infi, cm@citymb.info  
**Subject:** 1/19/21 HEARING RE: MB POET'S OBJECTION TO MB PLANNING COMMISSION'S GRANTING OF MIXED USE PERMIT WITHOUT ENVIRONMENTAL IMPACT STUDY

Sent from my iPhone

Begin forwarded message:

**From:** dianewiseman <dianejwiseman@gmail.com>  
**Date:** January 18, 2021 at 12:55:32 PM PST  
**To:** jfranklin@citymb.info  
**Subject:** 1/19/21 HEARING RE: MB POET'S OBJECTION TO MB PLANNING COMMISSION'S GRANTING OF MIXED USE PERMIT WITHOUT ENVIRONMENTAL IMPACT STUDY

Dear Council-Member Joe Franklin:

I have been a homeowner and voter at 1171 Tennyson Street in the Poet's Section for about 20 years. My home is four houses east of the Tennyson and Chabela intersection, on the North side—just a stone's throw from the proposed 600 Hotel and Mixed Use Development (“the Development”) I raised my family in this peaceful neighborhood, while working full-time as a professional, paying my taxes, voting and being a contributing part of the Poet's Section community.

As a resident and member of the Manhattan Beach Poet's (“MB Poets”) homeowner's group, I respectfully request that the City Council Members overrule the MB Planning Commission's improvident and premature granting of a Mixed Use Permit at 600 Sepulveda, at the 11/18/20 meeting, without first ordering an ENVIRONMENTAL IMPACT STUDY (EIS). The granting of this permit was done over the objections of the Poet's Section residents' legitimately voiced concerns and suggestions.

The Commission's perfunctory lip service to me, our lawyer and experts, and the local neighbors who spoke, at the last two hearings on 10/14/20 and 11/18/20, and failure to order an EIP, was done in an officious, arrogant and perfunctory manner, while blatantly pandering to the Developers. All but one of the three Commissioners ignored the nearly 200 Poet's Section homeowners, who have vigorously voiced objections and concerns at these hearings, and in written petitions to the MB City Council.

The Planning Commission's arrogant disregard of the residents' concerns is exemplified by its “offer” to us of replacing the established trees on Chabela with a few slow growing bamboo shoots planted in confined three-foot planters—all that the Developer's plans have room for, and suggestion that the homeowners would end up building “Two Stories” anyway, so no problem with eliminating our VISUAL PRIVACY, FRESH AIR, ADDING TO NOISE AND AIR POLLUTION, ALONG WITH TRAFFIC/PEDESTRIAN DANGER AND ALCOHOL CONSUMPTION FROM 7:00AM TO 1:00AM, by members of the public and guests, contrary to the Developer's claims, whose presence has the potential of putting our children and residents at further risk, in the name of fattening the City's coffers.

Why are we so insistent about getting our due process by granting the legally required Environmental Impact Study? Because we care about continuing the quality of life in our neighborhood and safety of our children and others living, walking, riding bicycling, driving and parking in our neighborhood. Safety is a legitimate concern at the blind intersection on the West side of Tennyson and Sepulveda, where hotel guests, delivery people and employees, not to mention future construction workers and their trucks, would enter and exit the Development. The precarious and blind intersection of Tennyson and Sepulveda, on the East side of Sepulveda, has resulted in at least two known deaths in recent years and numerous traffic accidents. At least 30 children live on my block of Tennyson alone, not to mention the presence of many young families with children in the entire Poet's Section and Hermosa neighborhood, just west of Sepulveda, where many children and adults cross dangerous Sepulveda to walk to school or within our neighborhood

We are not asking that the Development be eliminated entirely! We have a right to demand responsible, safe and legally adequate development. We want to sit down and work out our differences with the City of Manhattan Beach and the developers. We want the Hotel lowered to three stories, in keeping with the City Plan, and other hotels of comparable size and location. We ask that the Development provide legally adequate number of parking spaces, to avoid the already steady overflow of parking from the high school, church and other nearby businesses. The Developers should be accountable and responsible to contributing to the quality and value of the Poet's Section, not turning a blind eye and further degrading it as some of the commercial development on the South side of Tennyson is already doing.

Very Truly Yours

Diane J. Wiseman, Resident 1171 Tennyson St,  
Manhattan Beach, CA 90266

## Martha Alvarez

---

**From:** Diane Wiseman <dianejwiseman@gmail.com>  
**Sent:** Monday, January 18, 2021 1:20 PM  
**To:** List - City Council; City Manager  
**Subject:** [EXTERNAL] Re: 1/19/21 HEARING RE:MB POET'S OBJECT TO MB PLANNING COMMISSION'S GRANTING OF MIXED USE PERMIT WITHOUT ENVIRONMENTAL IMPACT STUDY

**CAUTION:** This Email is from an EXTERNAL source. Ensure you trust this sender before clicking on any links or attachments.

Please Provide ETracking

Sent from my iPhone

On Jan 18, 2021, at 1:09 PM, Diane Wiseman <dianejwiseman@gmail.com> wrote:

Sent from my iPhone

Begin forwarded message:

**From:** dianewiseman <dianejwiseman@gmail.com>  
**Date:** January 18, 2021 at 12:49:21 PM PST  
**To:** hstern@citymb.info  
**Subject:** 1/19/21 HEARING RE:MB POET'S OBJECT TO MB PLANNING COMMISSION'S GRANTING OF MIXED USE PERMIT WITHOUT ENVIRONMENTAL IMPACT STUDY

Dear Mayor Pro Tem Hildy Stern:

I have been a homeowner and voter at 1171 Tennyson Street in the Poet's Section for about 20 years. My home is four houses east of the Tennyson and Chabela intersection, on the North side—just a stone's throw from the proposed 600 Hotel and Mixed Use Development (“the Development”) I raised my family in this peaceful neighborhood, while working full-time as a professional, paying my taxes, voting and being a contributing part of the Poet's Section community.

As a resident and member of the Manhattan Beach Poet's (“MB Poets”) homeowner's group, I respectfully request that the City Council Members overrule the MB Planning Commission's improvident and premature granting of a Mixed Use Permit at 600 Sepulveda, at the 11/18/20 meeting, without first ordering an ENVIRONMENTAL IMPACT STUDY (EIS). The

granting of this permit was done over the objections of the Poet's Section residents' legitimately voiced concerns and suggestions.

The Commission's perfunctory lip service to me, our lawyer and experts, and the local neighbors who spoke, at the last two hearings on 10/14/20 and 11/18/20, and failure to order an EIP, was done in an officious, arrogant and perfunctory manner, while blatantly pandering to the Developers. All but one of the three Commissioners ignored the nearly 200 Poet's Section homeowners, who have vigorously voiced objections and concerns at these hearings, and in written petitions to the MB City Council.

The Planning Commission's arrogant disregard of the residents' concerns is exemplified by its "offer" to us of replacing the established trees on Chabela with a few slow growing bamboo shoots planted in confined three-foot planters—all that the Developer's plans have room for, and suggestion that the homeowners would end up building "Two Stories" anyway, so no problem with eliminating our VISUAL PRIVACY, FRESH AIR, ADDING TO NOISE AND AIR POLLUTION, ALONG WITH TRAFFIC/PEDESTRIAN DANGER AND ALCOHOL CONSUMPTION FROM 7:00AM TO 1:00AM, by members of the public and guests, contrary to the Developer's claims, whose presence has the potential of putting our children and residents at further risk, in the name of fattening the City's coffers.

Why are we so insistent about getting our due process by granting the legally required Environmental Impact Study? Because we care about continuing the quality of life in our neighborhood and safety of our children and others living, walking, riding bicycling, driving and parking in our neighborhood. Safety is a legitimate concern at the blind intersection on the West side of Tennyson and Sepulveda, where hotel guests, delivery people and employees, not to mention future construction workers and their trucks, would enter and exit the Development. The precarious and blind intersection of Tennyson and Sepulveda, on the East side of Sepulveda, has resulted in at least two known deaths in recent years and numerous traffic accidents. At least 30 children live on my block of Tennyson alone, not to mention the presence of many young families with children in the entire Poet's Section and Hermosa neighborhood, just west of Sepulveda, where many children and adults cross dangerous Sepulveda to walk to school or within our neighborhood

We are not asking that the Development be eliminated entirely! We have a right to demand responsible, safe and legally adequate development. We want to sit down and work out our differences with the City of Manhattan Beach and the developers. We want the Hotel lowered to three stories, in keeping with the City Plan, and other hotels of comparable size and location. We ask that the Development provide legally adequate number of parking spaces, to avoid the already steady overflow of parking



from the high school, church and other nearby businesses. The Developers should be accountable and responsible to contributing to the quality and value of the Poet's Section, not turning a blind eye and further degrading it as some of the commercial development on the South side of Tennyson is already doing.

Very Truly Yours

Diane J. Wiseman, Resident 1171 Tennyson St, Manhattan Beach, CA 90266

I have been a homeowner and voter at 1171 Tennyson Street in the Poet's Section for about 20 years. My home is four houses east of the Tennyson and Chabela intersection, on the North side—just a stone's throw from the proposed 600 Hotel and Mixed Use Development (“the Development”) I raised my family in this peaceful neighborhood, while working full-time as a professional, paying my taxes, voting and being a contributing part of the Poet's Section community.

As a resident and member of the Manhattan Beach Poet's (“MB Poets”) homeowner's group, I respectfully request that the City Council Members overrule the MB Planning Commission's improvident and premature granting of a Mixed Use Permit at 600 Sepulveda, at the 11/18/20 meeting, without first ordering an ENVIRONMENTAL IMPACT STUDY (EIS). The granting of this permit was done over the objections of the Poet's Section residents' legitimately voiced concerns and suggestions.

The Commission's perfunctory lip service to me, our lawyer and experts, and the local neighbors who spoke, at the last two hearings on 10/14/20 and 11/18/20, and failure to order an EIP, was done in an officious, arrogant and perfunctory manner, while blatantly pandering to the Developers. All but one of the three Commissioners ignored the nearly 200 Poet's Section homeowners, who have vigorously voiced objections and concerns at these hearings, and in written petitions to the MB City Council.

The Planning Commission's arrogant disregard of the residents' concerns is exemplified by its “offer” to us of replacing the established trees on Chabela with a few slow growing bamboo shoots planted in confined three-foot planters—all that the Developer's plans have room for, and suggestion that the homeowners would end up building “Two Stories” anyway, so no problem with eliminating our VISUAL PRIVACY, FRESH AIR, ADDING TO NOISE AND AIR POLLUTION, ALONG WITH TRAFFIC/PEDESTRIAN DANGER AND ALCOHOL CONSUMPTION FROM 7:00AM TO 1:00AM, by members of the public and guests, contrary to the Developer's claims, whose presence has the potential of putting our children and residents at further risk, in the name of fattening the City's coffers.

Why are we so insistent about getting our due process by granting the legally required Environmental Impact Study? Because we care about continuing the quality of life in our neighborhood and safety of our children and others living, walking, riding bicycling, driving and parking in our neighborhood. Safety is a legitimate concern at the blind intersection on the West side of Tennyson and Sepulveda, where hotel guests, delivery people and employees, not to mention future construction workers and their trucks, would enter and exit the Development. The precarious and blind intersection of Tennyson and Sepulveda, on the East side of Sepulveda, has resulted in at least two known deaths in recent years and numerous traffic accidents. At least 30 children live on my block of Tennyson alone, not to mention the presence of many young families with children in the entire Poet's Section and Hermosa neighborhood, just west of Sepulveda, where many children and adults cross dangerous Sepulveda to walk to school or within our neighborhood

We are not asking that the Development be eliminated entirely! We have a right to demand responsible, safe and legally adequate development. We want to sit down and work out our differences with the City of Manhattan Beach and the developers. We want the Hotel lowered to three stories, in keeping with the City Plan, and other hotels of comparable size and location. We ask that the Development provide legally adequate number of parking spaces, to avoid the already steady overflow of parking from the high school, church and other nearby businesses. The Developers should be accountable and responsible to contributing to the quality and value of the Poet's Section, not turning a blind eye and further degrading it as some of the commercial development on the South side of Tennyson is already doing.

Very Truly Yours

Diane J. Wiseman, Resident 1171 Tennyson St, Manhattan Beach, CA 90266

**Martha Alvarez**

---

**From:** Diane Wiseman <dianejwiseman@gmail.com>  
**Sent:** Monday, January 18, 2021 1:17 PM  
**To:** List - City Council; City Manager  
**Subject:** [EXTERNAL] Fwd: 1/19/21 HEARING RE: MB POET'S OBJECTION TO MB PLANNING COMMISSION'S GRANTING OF MIXED USE PERMIT WITHOUT ENVIRONMENTAL IMPACT STUDY

**CAUTION:** This Email is from an EXTERNAL source. Ensure you trust this sender before clicking on any links or attachments.

Sent from my iPhone

Begin forwarded message:

**From:** Diane Wiseman <dianejwiseman@gmail.com>  
**Date:** January 18, 2021 at 1:04:10 PM PST  
**To:** CityCouncil@citymb.infi, cm@citymb.info  
**Subject:** 1/19/21 HEARING RE: MB POET'S OBJECTION TO MB PLANNING COMMISSION'S GRANTING OF MIXED USE PERMIT WITHOUT ENVIRONMENTAL IMPACT STUDY

Sent from my iPhone

Begin forwarded message:

**From:** dianewiseman <dianejwiseman@gmail.com>  
**Date:** January 18, 2021 at 12:55:32 PM PST  
**To:** jfranklin@citymb.info  
**Subject:** 1/19/21 HEARING RE: MB POET'S OBJECTION TO MB PLANNING COMMISSION'S GRANTING OF MIXED USE PERMIT WITHOUT ENVIRONMENTAL IMPACT STUDY

Dear Council-Member Joe Franklin:

I have been a homeowner and voter at 1171 Tennyson Street in the Poet's Section for about 20 years. My home is four houses east of the Tennyson and Chabela intersection, on the North side—just a stone's throw from the proposed 600 Hotel and Mixed Use Development (“the Development”) I raised my family in this peaceful neighborhood, while working full-time as a professional, paying my taxes, voting and being a contributing part of the Poet's Section community.

As a resident and member of the Manhattan Beach Poet's ("MB Poets") homeowner's group, I respectfully request that the City Council Members overrule the MB Planning Commission's improvident and premature granting of a Mixed Use Permit at 600 Sepulveda, at the 11/18/20 meeting, without first ordering an ENVIRONMENTAL IMPACT STUDY (EIS). The granting of this permit was done over the objections of the Poet's Section residents' legitimately voiced concerns and suggestions.

The Commission's perfunctory lip service to me, our lawyer and experts, and the local neighbors who spoke, at the last two hearings on 10/14/20 and 11/18/20, and failure to order an EIP, was done in an officious, arrogant and perfunctory manner, while blatantly pandering to the Developers. All but one of the three Commissioners ignored the nearly 200 Poet's Section homeowners, who have vigorously voiced objections and concerns at these hearings, and in written petitions to the MB City Council.

The Planning Commission's arrogant disregard of the residents' concerns is exemplified by its "offer" to us of replacing the established trees on Chabela with a few slow growing bamboo shoots planted in confined three-foot planters—all that the Developer's plans have room for, and suggestion that the homeowners would end up building "Two Stories" anyway, so no problem with eliminating our VISUAL PRIVACY, FRESH AIR, ADDING TO NOISE AND AIR POLLUTION, ALONG WITH TRAFFIC/PEDESTRIAN DANGER AND ALCOHOL CONSUMPTION FROM 7:00AM TO 1:00AM, by members of the public and guests, contrary to the Developer's claims, whose presence has the potential of putting our children and residents at further risk, in the name of fattening the City's coffers.

Why are we so insistent about getting our due process by granting the legally required Environmental Impact Study? Because we care about continuing the quality of life in our neighborhood and safety of our children and others living, walking, riding bicycling, driving and parking in our neighborhood. Safety is a legitimate concern at the blind intersection on the West side of Tennyson and Sepulveda, where hotel guests, delivery people and employees, not to mention future construction workers and their trucks, would enter and exit the Development. The precarious and blind intersection of Tennyson and Sepulveda, on the East side of Sepulveda, has resulted in at least two known deaths in recent years and numerous traffic accidents. At least 30 children live on my block of Tennyson alone, not to mention the presence of many young families with children in the entire Poet's Section and Hermosa neighborhood, just west of Sepulveda, where many children and adults cross dangerous Sepulveda to walk to school or within our neighborhood

We are not asking that the Development be eliminated entirely! We have a right to demand responsible, safe and legally

adequate development. We want to sit down and work out our differences with the City of Manhattan Beach and the developers. We want the Hotel lowered to three stories, in keeping with the City Plan, and other hotels of comparable size and location. We ask that the Development provide legally adequate number of parking spaces, to avoid the already steady overflow of parking from the high school, church and other nearby businesses. The Developers should be accountable and responsible to contributing to the quality and value of the Poet's Section, not turning a blind eye and further degrading it as some of the commercial development on the South side of Tennyson is already doing.

Very Truly Yours

Diane J. Wiseman, Resident 1171 Tennyson St, Manhattan Beach, CA 90266

## Martha Alvarez

---

**From:** Diane Wiseman <dianejwiseman@gmail.com>  
**Sent:** Monday, January 18, 2021 1:15 PM  
**To:** List - City Council; City Manager  
**Subject:** [EXTERNAL] Fwd: 1/19/21 HEARING RE:MB POET'S OBJECTION TO MB PLANNING COMMISSION'S GRANTING OF MIXED USE PERMIT WITHOUT ENVIRONMENTAL IMPACT STUDY

**CAUTION:** This Email is from an EXTERNAL source. Ensure you trust this sender before clicking on any links or attachments.

Sent from my iPhone

Begin forwarded message:

**From:** dianewiseman <dianejwiseman@gmail.com>  
**Date:** January 18, 2021 at 12:53:20 PM PST  
**To:** rmontgomery@citymb.info  
**Subject:** 1/19/21 HEARING RE:MB POET'S OBJECTION TO MB PLANNING COMMISSION'S GRANTING OF MIXED USE PERMIT WITHOUT ENVIRONMENTAL IMPACT STUDY

Dear Council-Member Richard Montgomery:

I have been a homeowner and voter at 1171 Tennyson Street in the Poet's Section for about 20 years. My home is four houses east of the Tennyson and Chabela intersection, on the North side—just a stone's throw from the proposed 600 Hotel and Mixed Use Development ("the Development") I raised my family in this peaceful neighborhood, while working full-time as a professional, paying my taxes, voting and being a contributing part of the Poet's Section community.

As a resident and member of the Manhattan Beach Poet's ("MB Poets") homeowner's group, I respectfully request that the City Council Members overrule the MB Planning Commission's improvident and premature granting of a Mixed Use Permit at 600 Sepulveda, at the 11/18/20 meeting, without first ordering an ENVIRONMENTAL IMPACT STUDY (EIS). The granting of this permit was done over the objections of the Poet's Section residents' legitimately voiced concerns and suggestions.

The Commission's perfunctory lip service to me, our lawyer and experts, and the local neighbors who spoke, at the last two hearings on 10/14/20 and 11/18/20, and failure to order an EIP, was done in an officious, arrogant and perfunctory manner, while blatantly pandering to the Developers. All but one of the three Commissioners ignored the nearly 200 Poet's Section homeowners, who have vigorously voiced objections and concerns at these hearings, and in written petitions to the MB City Council.

The Planning Commission's arrogant disregard of the residents' concerns is exemplified by its "offer" to us of replacing the established trees on Chabela with a few slow growing bamboo shoots planted in confined three-foot planters—all that the Developer's plans have room for, and suggestion that the homeowners would end up building "Two Stories" anyway, so no problem with eliminating our VISUAL PRIVACY, FRESH AIR, ADDING TO NOISE AND AIR POLLUTION, ALONG WITH TRAFFIC/PEDESTRIAN DANGER AND ALCOHOL CONSUMPTION FROM 7:00AM TO 1:00AM, by members of the public and guests, contrary to the Developer's claims, whose presence has the potential of putting our children and residents at further risk, in the name of fattening the City's coffers.

Why are we so insistent about getting our due process by granting the legally required Environmental Impact Study? Because we care about continuing the quality of life in our neighborhood and safety of our children and others living, walking, riding bicycling, driving and parking in our neighborhood. Safety is a legitimate concern at the blind intersection on the West side of Tennyson and Sepulveda, where hotel guests, delivery people and employees, not to mention future construction workers and their trucks, would enter and exit the Development. The precarious and blind intersection of Tennyson and Sepulveda, on the East side of Sepulveda, has resulted in at least two known deaths in recent years and numerous traffic accidents. At least 30 children live on my block of Tennyson alone, not to mention the presence of many young families with children in the entire Poet's Section and Hermosa neighborhood, just west of Sepulveda, where many children and adults cross dangerous Sepulveda to walk to school or within our neighborhood

We are not asking that the Development be eliminated entirely! We have a right to demand responsible, safe and legally adequate development. We want to sit down and work out our differences with the City of Manhattan Beach and the developers. We want the Hotel lowered to three stories, in keeping with the City Plan, and other hotels of comparable size and location. We ask that the Development provide legally adequate number of parking spaces, to avoid the already steady overflow of parking from the high school, church and other nearby businesses. The Developers should be accountable and responsible to contributing to the quality and value of the Poet's Section, not turning a blind eye and further degrading it as some of the commercial development on the South side of Tennyson is already doing.

Very Truly Yours

Diane J. Wiseman, Resident 1171 Tennyson St, Manhattan Beach, CA 90266

## Martha Alvarez

---

**From:** Diane Wiseman <dianejwiseman@gmail.com>  
**Sent:** Monday, January 18, 2021 1:15 PM  
**To:** List - City Council; City Manager  
**Subject:** [EXTERNAL] Fwd: 1/19/21 HEARING RE:MB POET'S OBJECTION TO MB PLANNING COMMISSION'S GRANTING OF MIXED USE PERMIT WITHOUT ENVIRONMENTAL IMPACT STUDY

**CAUTION:** This Email is from an EXTERNAL source. Ensure you trust this sender before clicking on any links or attachments.

Sent from my iPhone

Begin forwarded message:

**From:** dianewiseman <dianejwiseman@gmail.com>  
**Date:** January 18, 2021 at 12:51:25 PM PST  
**To:** snapolitano@citymb.info  
**Subject:** 1/19/21 HEARING RE:MB POET'S OBJECTION TO MB PLANNING COMMISSION'S GRANTING OF MIXED USE PERMIT WITHOUT ENVIRONMENTAL IMPACT STUDY

Dear Council-member Steve Napolitano:

I have been a homeowner and voter at 1171 Tennyson Street in the Poet's Section for about 20 years. My home is four houses east of the Tennyson and Chabela intersection, on the North side—just a stone's throw from the proposed 600 Hotel and Mixed Use Development ("the Development") I raised my family in this peaceful neighborhood, while working full-time as a professional, paying my taxes, voting and being a contributing part of the Poet's Section community.

As a resident and member of the Manhattan Beach Poet's ("MB Poets") homeowner's group, I respectfully request that the City Council Members overrule the MB Planning Commission's improvident and premature granting of a Mixed Use Permit at 600 Sepulveda, at the 11/18/20 meeting, without first ordering an ENVIRONMENTAL IMPACT STUDY (EIS). The granting of this permit was done over the objections of the Poet's Section residents' legitimately voiced concerns and suggestions.

The Commission's perfunctory lip service to me, our lawyer and experts, and the local neighbors who spoke, at the last two hearings on 10/14/20 and 11/18/20, and failure to order an EIP, was done in an officious, arrogant and perfunctory manner, while blatantly pandering to the Developers. All but one of the three Commissioners ignored the nearly 200 Poet's Section homeowners, who have



vigorously voiced objections and concerns at these hearings, and in written petitions to the MB City Council.

The Planning Commission's arrogant disregard of the residents' concerns is exemplified by its "offer" to us of replacing the established trees on Chabela with a few slow growing bamboo shoots planted in confined three-foot planters—all that the Developer's plans have room for, and suggestion that the homeowners would end up building "Two Stories" anyway, so no problem with eliminating our VISUAL PRIVACY, FRESH AIR, ADDING TO NOISE AND AIR POLLUTION, ALONG WITH TRAFFIC/PEDESTRIAN DANGER AND ALCOHOL CONSUMPTION FROM 7:00AM TO 1:00AM, by members of the public and guests, contrary to the Developer's claims, whose presence has the potential of putting our children and residents at further risk, in the name of fattening the City's coffers.

Why are we so insistent about getting our due process by granting the legally required Environmental Impact Study? Because we care about continuing the quality of life in our neighborhood and safety of our children and others living, walking, riding bicycling, driving and parking in our neighborhood. Safety is a legitimate concern at the blind intersection on the West side of Tennyson and Sepulveda, where hotel guests, delivery people and employees, not to mention future construction workers and their trucks, would enter and exit the Development. The precarious and blind intersection of Tennyson and Sepulveda, on the East side of Sepulveda, has resulted in at least two known deaths in recent years and numerous traffic accidents. At least 30 children live on my block of Tennyson alone, not to mention the presence of many young families with children in the entire Poet's Section and Hermosa neighborhood, just west of Sepulveda, where many children and adults cross dangerous Sepulveda to walk to school or within our neighborhood

We are not asking that the Development be eliminated entirely! We have a right to demand responsible, safe and legally adequate development. We want to sit down and work out our differences with the City of Manhattan Beach and the developers. We want the Hotel lowered to three stories, in keeping with the City Plan, and other hotels of comparable size and location. We ask that the Development provide legally adequate number of parking spaces, to avoid the already steady overflow of parking from the high school, church and other nearby businesses. The Developers should be accountable and responsible to contributing to the quality and value of the Poet's Section, not turning a blind eye and further degrading it as some of the commercial development on the South side of Tennyson is already doing.

Very Truly Yours

Diane J. Wiseman, Resident 1171 Tennyson St, Manhattan Beach, CA 90266

## Martha Alvarez

---

**From:** Diane Wiseman <dianejwiseman@gmail.com>  
**Sent:** Monday, January 18, 2021 1:15 PM  
**To:** List - City Council; City Manager  
**Subject:** [EXTERNAL] Fwd: 1/19/21 HEARING RE:MB POET'S OBJECT TO MB PLANNING COMMISSION'S GRANTING OF MIXED USE PERMIT WITHOUT ENVIRONMENTAL IMPACT STUDY

**CAUTION:** This Email is from an EXTERNAL source. Ensure you trust this sender before clicking on any links or attachments.

Sent from my iPhone

Begin forwarded message:

**From:** dianewiseman <dianejwiseman@gmail.com>  
**Date:** January 18, 2021 at 12:49:21 PM PST  
**To:** hstern@citymb.info  
**Subject:** 1/19/21 HEARING RE:MB POET'S OBJECT TO MB PLANNING COMMISSION'S GRANTING OF MIXED USE PERMIT WITHOUT ENVIRONMENTAL IMPACT STUDY

Dear Mayor Pro Tem Hildy Stern:

I have been a homeowner and voter at 1171 Tennyson Street in the Poet's Section for about 20 years. My home is four houses east of the Tennyson and Chabela intersection, on the North side—just a stone's throw from the proposed 600 Hotel and Mixed Use Development (“the Development”) I raised my family in this peaceful neighborhood, while working full-time as a professional, paying my taxes, voting and being a contributing part of the Poet's Section community.

As a resident and member of the Manhattan Beach Poet's (“MB Poets”) homeowner's group, I respectfully request that the City Council Members overrule the MB Planning Commission's improvident and premature granting of a Mixed Use Permit at 600 Sepulveda, at the 11/18/20 meeting, without first ordering an ENVIRONMENTAL IMPACT STUDY (EIS). The granting of this permit was done over the objections of the Poet's Section residents' legitimately voiced concerns and suggestions.

The Commission's perfunctory lip service to me, our lawyer and experts, and the local neighbors who spoke, at the last two hearings on 10/14/20 and 11/18/20, and failure to order an EIP, was done in an officious, arrogant and perfunctory manner, while blatantly pandering to the Developers. All but one of the three Commissioners ignored the nearly 200 Poet's Section homeowners, who have vigorously voiced objections and concerns at these hearings, and in written petitions to the MB City Council.

The Planning Commission's arrogant disregard of the residents' concerns is exemplified by its "offer" to us of replacing the established trees on Chabela with a few slow growing bamboo shoots planted in confined three-foot planters—all that the Developer's plans have room for, and suggestion that the homeowners would end up building "Two Stories" anyway, so no problem with eliminating our VISUAL PRIVACY, FRESH AIR, ADDING TO NOISE AND AIR POLLUTION, ALONG WITH TRAFFIC/PEDESTRIAN DANGER AND ALCOHOL CONSUMPTION FROM 7:00AM TO 1:00AM, by members of the public and guests, contrary to the Developer's claims, whose presence has the potential of putting our children and residents at further risk, in the name of fattening the City's coffers.

Why are we so insistent about getting our due process by granting the legally required Environmental Impact Study? Because we care about continuing the quality of life in our neighborhood and safety of our children and others living, walking, riding bicycling, driving and parking in our neighborhood. Safety is a legitimate concern at the blind intersection on the West side of Tennyson and Sepulveda, where hotel guests, delivery people and employees, not to mention future construction workers and their trucks, would enter and exit the Development. The precarious and blind intersection of Tennyson and Sepulveda, on the East side of Sepulveda, has resulted in at least two known deaths in recent years and numerous traffic accidents. At least 30 children live on my block of Tennyson alone, not to mention the presence of many young families with children in the entire Poet's Section and Hermosa neighborhood, just west of Sepulveda, where many children and adults cross dangerous Sepulveda to walk to school or within our neighborhood

We are not asking that the Development be eliminated entirely! We have a right to demand responsible, safe and legally adequate development. We want to sit down and work out our differences with the City of Manhattan Beach and the developers. We want the Hotel lowered to three stories, in keeping with the City Plan, and other hotels of comparable size and location. We ask that the Development provide legally adequate number of parking spaces, to avoid the already steady overflow of parking from the high school, church and other nearby businesses. The Developers should be accountable and responsible to contributing to the quality and value of the Poet's Section, not turning a blind eye and further degrading it as some of the commercial development on the South side of Tennyson is already doing.

Very Truly Yours

Diane J. Wiseman, Resident 1171 Tennyson St, Manhattan Beach, CA 90266

I have been a homeowner and voter at 1171 Tennyson Street in the Poet's Section for about 20 years. My home is four houses east of the Tennyson and Chabela intersection, on the North side—just a stone's throw from the proposed 600 Hotel and Mixed Use Development ("the Development") I raised my family in this peaceful neighborhood, while working full-time as a professional, paying my taxes, voting and being a contributing part of the Poet's Section community.

As a resident and member of the Manhattan Beach Poet's ("MB Poets") homeowner's group, I respectfully request that the City Council Members overrule the MB Planning Commission's improvident and premature granting of a Mixed Use Permit at 600 Sepulveda, at the 11/18/20 meeting, without first ordering an ENVIRONMENTAL IMPACT STUDY (EIS). The granting of this permit was done over the objections of the Poet's Section residents' legitimately voiced concerns and suggestions.

The Commission's perfunctory lip service to me, our lawyer and experts, and the local neighbors who spoke, at the last two hearings on 10/14/20 and 11/18/20, and failure to order an EIP, was done in an officious, arrogant and perfunctory manner, while blatantly pandering to the Developers. All but one of the three Commissioners ignored the nearly 200 Poet's Section homeowners, who have vigorously voiced objections and concerns at these hearings, and in written petitions to the MB City Council.

The Planning Commission's arrogant disregard of the residents' concerns is exemplified by its "offer" to us of replacing the established trees on Chabela with a few slow growing bamboo shoots planted in confined three-foot planters—all that the Developer's plans have room for, and suggestion that the homeowners would end up building "Two Stories" anyway, so no problem with eliminating our VISUAL PRIVACY, FRESH AIR, ADDING TO NOISE AND AIR POLLUTION, ALONG WITH TRAFFIC/PEDESTRIAN DANGER AND ALCOHOL CONSUMPTION FROM 7:00AM TO 1:00AM, by members of the public and guests, contrary to the Developer's claims, whose presence has the potential of putting our children and residents at further risk, in the name of fattening the City's coffers.

Why are we so insistent about getting our due process by granting the legally required Environmental Impact Study? Because we care about continuing the quality of life in our neighborhood and safety of our children and others living, walking, riding bicycling, driving and parking in our neighborhood. Safety is a legitimate concern at the blind intersection on the West side of Tennyson and Sepulveda, where hotel guests, delivery people and employees, not to mention future construction workers and their trucks, would enter and exit the Development. The precarious and blind intersection of Tennyson and Sepulveda, on the East side of Sepulveda, has resulted in at least two known deaths in recent years and numerous traffic accidents. At least 30 children live on my block of Tennyson alone, not to mention the presence of many young families with children in the entire Poet's Section and Hermosa neighborhood, just west of Sepulveda, where many children and adults cross dangerous Sepulveda to walk to school or within our neighborhood

We are not asking that the Development be eliminated entirely! We have a right to demand responsible, safe and legally adequate development. We want to sit down and work out our differences with the City of Manhattan Beach and the developers. We want the Hotel lowered to three stories, in keeping with the City Plan, and other hotels of comparable size and location. We ask that the Development provide legally adequate number of parking spaces, to avoid the already steady overflow of parking from the high school, church and other nearby businesses. The Developers should be accountable and responsible to contributing to the quality and value of the Poet's Section, not turning a blind eye

and further degrading it as some of the commercial development on the South side of Tennyson is already doing.

Very Truly Yours

Diane J. Wiseman, Resident 1171 Tennyson St, Manhattan Beach, CA 90266

**Martha Alvarez**

---

**From:** Diane Wiseman <dianejwiseman@gmail.com>  
**Sent:** Monday, January 18, 2021 1:13 PM  
**To:** List - City Council; City Manager  
**Subject:** [EXTERNAL] Fwd: 1/19/21 HEARING RE: MB POET'S OBJECTION TO MB PLANNING COMMISSION'S GRANTING OF MIXED USE PERMIT WITHOUT ENVIRONMENTAL IMPACT STUDY

**CAUTION:** This Email is from an EXTERNAL source. Ensure you trust this sender before clicking on any links or attachments.

Sent from my iPhone

Begin forwarded message:

**From:** dianewiseman <dianejwiseman@gmail.com>  
**Date:** January 18, 2021 at 12:43:12 PM PST  
**To:** shadley@citymb.info  
**Subject:** 1/19/21 HEARING RE: MB POET'S OBJECTION TO MB PLANNING COMMISSION'S GRANTING OF MIXED USE PERMIT WITHOUT ENVIRONMENTAL IMPACT STUDY

Begin forwarded message:

**From:** dianewiseman <[dianejwiseman@gmail.com](mailto:dianejwiseman@gmail.com)>  
**Subject:** MB POET'S OBJECTION TO MB PLANNING COMMISSION'S GRANTING OF MIXED USE PERMIT WITHOUT ENVIRONMENTAL IMPACT STUDY  
**Date:** January 18, 2021 at 12:38:54 PM PST  
**To:** [shadley@citymb.info](mailto:shadley@citymb.info)  
**Cc:** Diane Wiseman <[dianejwiseman@gmail.com](mailto:dianejwiseman@gmail.com)>

Dear Mayor Hadley,

I have been a homeowner and voter at 1171 Tennyson Street in the Poet's Section for about 20 years. My home is four houses east of the Tennyson and Chabela intersection, on the North side—just a stone's throw from the proposed 600 Hotel and Mixed Use Development (“the Development”) I raised my family in this peaceful neighborhood, while working full-time as a professional, paying my taxes, voting and being a contributing part of the Poet's Section community.

As a resident and member of the Manhattan Beach Poet's (“MB Poets”) homeowner's group, I respectfully request that the City Council Members overrule the MB Planning Commission's improvident and premature granting of a Mixed Use Permit at 600 Sepulveda, at the 1/18/20 meeting, without first

ordering an ENVIRONMENTAL IMPACT STUDY (EIS). The granting of this permit was done over the objections of the Poet's Section residents' legitimately voiced concerns and suggestions.

The Commission's perfunctory lip service to me, our lawyer and experts, and the local neighbors who spoke, at the last two hearings on 10/14/20 and 11/18/20, and failure to order an EIP, was done in an officious, arrogant and perfunctory manner, while blatantly pandering to the Developers. All but one of the three Commissioners ignored the nearly 200 Poet's Section homeowners, who have vigorously voiced objections and concerns at these hearings, and in written petitions to the MB City Council.

The Planning Commission's arrogant disregard of the residents' concerns is exemplified by its "offer" to us of replacing the established trees on Chabela with a few slow growing bamboo shoots planted in confined three-foot planters—all that the Developer's plans have room for, and suggestion that the homeowners would end up building "Two Stories" anyway, so no problem with eliminating our VISUAL PRIVACY, FRESH AIR, ADDING TO NOISE AND AIR POLLUTION, ALONG WITH TRAFFIC/PEDESTRIAN DANGER AND ALCOHOL CONSUMPTION FROM 7:00AM TO 1:00AM, by members of the public and guests, contrary to the Developer's claims, whose presence has the potential of putting our children and residents at further risk, in the name of fattening the City's coffers.

Why are we so insistent about getting our due process by granting the legally required Environmental Impact Study? Because we care about continuing the quality of life in our neighborhood and safety of our children and others living, walking, riding bicycling, driving and parking in our neighborhood. Safety is a legitimate concern at the blind intersection on the West side of Tennyson and Sepulveda, where hotel guests, delivery people and employees, not to mention future construction workers and their trucks, would enter and exit the Development. The precarious and blind intersection of Tennyson and Sepulveda, on the East side of Sepulveda, has resulted in at least two known deaths in recent years and numerous traffic accidents. At least 30 children live on my block of Tennyson alone, not to mention the presence of many young families with children in the entire Poet's Section and Hermosa neighborhood, just west of Sepulveda, where many children and adults cross dangerous Sepulveda to walk to school or within our neighborhood

We are not asking that the Development be eliminated entirely! We have a right to demand responsible, safe and legally adequate development. We want to sit down and work out our differences with the City of Manhattan Beach and the developers. We want the Hotel lowered to three stories, in keeping with the City Plan, and other hotels of comparable size and location. We ask that the Development provide legally adequate number of parking spaces, to avoid the already steady overflow of parking from the high school, church and other nearby businesses. The Developers should be accountable and responsible to contributing to the quality and value of the Poet's Section, not turning a blind eye and further degrading it as some of the commercial development on the South side of Tennyson is already doing.

Very Truly Yours

Diane J. Wiseman, Resident 1171 Tennyson St, Manhattan Beach, CA

## Martha Alvarez

---

**From:** Diane Wiseman <dianejwiseman@gmail.com>  
**Sent:** Monday, January 18, 2021 1:09 PM  
**To:** List - City Council; City Manager  
**Subject:** [EXTERNAL] Fwd: 1/19/21 HEARING RE:MB POET'S OBJECT TO MB PLANNING COMMISSION'S GRANTING OF MIXED USE PERMIT WITHOUT ENVIRONMENTAL IMPACT STUDY

**CAUTION:** This Email is from an EXTERNAL source. Ensure you trust this sender before clicking on any links or attachments.

Sent from my iPhone

Begin forwarded message:

**From:** dianejwiseman <dianejwiseman@gmail.com>  
**Date:** January 18, 2021 at 12:49:21 PM PST  
**To:** hstern@citymb.info  
**Subject:** 1/19/21 HEARING RE:MB POET'S OBJECT TO MB PLANNING COMMISSION'S GRANTING OF MIXED USE PERMIT WITHOUT ENVIRONMENTAL IMPACT STUDY

Dear Mayor Pro Tem Hildy Stern:

I have been a homeowner and voter at 1171 Tennyson Street in the Poet's Section for about 20 years. My home is four houses east of the Tennyson and Chabela intersection, on the North side—just a stone's throw from the proposed 600 Hotel and Mixed Use Development (“the Development”) I raised my family in this peaceful neighborhood, while working full-time as a professional, paying my taxes, voting and being a contributing part of the Poet's Section community.

As a resident and member of the Manhattan Beach Poet's (“MB Poets”) homeowner's group, I respectfully request that the City Council Members overrule the MB Planning Commission's improvident and premature granting of a Mixed Use Permit at 600 Sepulveda, at the 11/18/20 meeting, without first ordering an ENVIRONMENTAL IMPACT STUDY (EIS). The granting of this permit was done over the objections of the Poet's Section residents' legitimately voiced concerns and suggestions.

The Commission's perfunctory lip service to me, our lawyer and experts, and the local neighbors who spoke, at the last two hearings on 10/14/20 and 11/18/20, and failure to order an EIP, was done in an officious, arrogant and perfunctory manner, while blatantly pandering to the Developers. All but one of the three Commissioners ignored the nearly 200 Poet's Section homeowners, who have vigorously voiced objections and concerns at these hearings, and in written petitions to the MB City Council.



The Planning Commission's arrogant disregard of the residents' concerns is exemplified by its "offer" to us of replacing the established trees on Chabela with a few slow growing bamboo shoots planted in confined three-foot planters—all that the Developer's plans have room for, and suggestion that the homeowners would end up building "Two Stories" anyway, so no problem with eliminating our VISUAL PRIVACY, FRESH AIR, ADDING TO NOISE AND AIR POLLUTION, ALONG WITH TRAFFIC/PEDESTRIAN DANGER AND ALCOHOL CONSUMPTION FROM 7:00AM TO 1:00AM, by members of the public and guests, contrary to the Developer's claims, whose presence has the potential of putting our children and residents at further risk, in the name of fattening the City's coffers.

Why are we so insistent about getting our due process by granting the legally required Environmental Impact Study? Because we care about continuing the quality of life in our neighborhood and safety of our children and others living, walking, riding bicycling, driving and parking in our neighborhood. Safety is a legitimate concern at the blind intersection on the West side of Tennyson and Sepulveda, where hotel guests, delivery people and employees, not to mention future construction workers and their trucks, would enter and exit the Development. The precarious and blind intersection of Tennyson and Sepulveda, on the East side of Sepulveda, has resulted in at least two known deaths in recent years and numerous traffic accidents. At least 30 children live on my block of Tennyson alone, not to mention the presence of many young families with children in the entire Poet's Section and Hermosa neighborhood, just west of Sepulveda, where many children and adults cross dangerous Sepulveda to walk to school or within our neighborhood

We are not asking that the Development be eliminated entirely! We have a right to demand responsible, safe and legally adequate development. We want to sit down and work out our differences with the City of Manhattan Beach and the developers. We want the Hotel lowered to three stories, in keeping with the City Plan, and other hotels of comparable size and location. We ask that the Development provide legally adequate number of parking spaces, to avoid the already steady overflow of parking from the high school, church and other nearby businesses. The Developers should be accountable and responsible to contributing to the quality and value of the Poet's Section, not turning a blind eye and further degrading it as some of the commercial development on the South side of Tennyson is already doing.

Very Truly Yours

Diane J. Wiseman, Resident 1171 Tennyson St, Manhattan Beach, CA 90266

I have been a homeowner and voter at 1171 Tennyson Street in the Poet's Section for about 20 years. My home is four houses east of the Tennyson and Chabela intersection, on the North side—just a stone's throw from the proposed 600 Hotel and Mixed Use Development ("the Development") I raised my family in this peaceful neighborhood, while working full-time as a professional, paying my taxes, voting and being a contributing part of the Poet's Section community.

As a resident and member of the Manhattan Beach Poet's ("MB Poets") homeowner's group, I respectfully request that the City Council Members overrule the MB Planning Commission's improvident and premature granting of a Mixed Use Permit at 600 Sepulveda, at the 11/18/20 meeting, without first ordering an ENVIRONMENTAL IMPACT STUDY (EIS). The granting of this permit was done over the objections of the Poet's Section residents' legitimately voiced concerns and suggestions.

The Commission's perfunctory lip service to me, our lawyer and experts, and the local neighbors who spoke, at the last two hearings on 10/14/20 and 11/18/20, and failure to order an EIP, was done in an officious, arrogant and perfunctory manner, while blatantly pandering to the Developers. All but one of the three Commissioners ignored the nearly 200 Poet's Section homeowners, who have vigorously voiced objections and concerns at these hearings, and in written petitions to the MB City Council.

The Planning Commission's arrogant disregard of the residents' concerns is exemplified by its "offer" to us of replacing the established trees on Chabela with a few slow growing bamboo shoots planted in confined three-foot planters—all that the Developer's plans have room for, and suggestion that the homeowners would end up building "Two Stories" anyway, so no problem with eliminating our VISUAL PRIVACY, FRESH AIR, ADDING TO NOISE AND AIR POLLUTION, ALONG WITH TRAFFIC/PEDESTRIAN DANGER AND ALCOHOL CONSUMPTION FROM 7:00AM TO 1:00AM, by members of the public and guests, contrary to the Developer's claims, whose presence has the potential of putting our children and residents at further risk, in the name of fattening the City's coffers.

Why are we so insistent about getting our due process by granting the legally required Environmental Impact Study? Because we care about continuing the quality of life in our neighborhood and safety of our children and others living, walking, riding bicycling, driving and parking in our neighborhood. Safety is a legitimate concern at the blind intersection on the West side of Tennyson and Sepulveda, where hotel guests, delivery people and employees, not to mention future construction workers and their trucks, would enter and exit the Development. The precarious and blind intersection of Tennyson and Sepulveda, on the East side of Sepulveda, has resulted in at least two known deaths in recent years and numerous traffic accidents. At least 30 children live on my block of Tennyson alone, not to mention the presence of many young families with children in the entire Poet's Section and Hermosa neighborhood, just west of Sepulveda, where many children and adults cross dangerous Sepulveda to walk to school or within our neighborhood

We are not asking that the Development be eliminated entirely! We have a right to demand responsible, safe and legally adequate development. We want to sit down and work out our differences with the City of Manhattan Beach and the developers. We want the Hotel lowered to three stories, in keeping with the City Plan, and other hotels of comparable size and location. We ask that the Development provide legally adequate number of parking spaces, to avoid the already steady overflow of parking from the high school, church and other nearby businesses. The Developers should be accountable and responsible to contributing to the quality and value of the Poet's Section, not turning a blind eye

and further degrading it as some of the commercial development on the South side of Tennyson is already doing.

Very Truly Yours

Diane J. Wiseman, Resident 1171 Tennyson St, Manhattan Beach, CA 90266

## Martha Alvarez

---

**From:** Nam McGrail <nammcgrail@gmail.com>  
**Sent:** Monday, January 18, 2021 7:58 AM  
**To:** List - City Council  
**Subject:** [EXTERNAL] PLEASE OPEN OUTDOOR DINING

**CAUTION:** This Email is from an EXTERNAL source. Ensure you trust this sender before clicking on any links or attachments.

I am writing to you to ask for the re-opening of outdoor dining or, at the very least, of the outdoor parkettes and seating areas downtown.

I fear that closing those areas has forced people to congregate and meet friends indoors at homes (which is exactly what we don't want). People need an outlet, they need a place to go to enjoy the outdoors, the company of friends in a socially distanced/outdoor space... and we also need to SAVE THE SMALL BUSINESSES.

Please, PLEASE open outdoor dining or the outdoor parkette spaces!!!

Thank you,

Nam McGrail

## Martha Alvarez

---

**From:** Kim Stillwell <kastillwell@outlook.com>  
**Sent:** Sunday, January 17, 2021 10:23 PM  
**To:** List - City Council  
**Subject:** [EXTERNAL] Please Open Outdoor Seating

**CAUTION:** This Email is from an EXTERNAL source. Ensure you trust this sender before clicking on any links or attachments.

Since closing the outdoor seating I've seen and experienced people gathering at homes inside instead. People who want to get together are still going to get together. Rather than being able to be outside in a somewhat safer environment you have just driven people inside together. There is no evidence of the outside seating being a super spreader so please open it up and give people the option of being outside again.

*~ Kim Stillwell*

*"A hundred years from now it will not matter what my bank account was, the sort of house I lived in, or the kind of car I drove...But the world may be different because I was important in the life of a child."*

## Martha Alvarez

---

**From:** Sarah A <sarah.j.abraham@gmail.com>  
**Sent:** Sunday, January 17, 2021 7:14 PM  
**To:** List - City Council  
**Subject:** [EXTERNAL] MB Parklets

CAUTION: This Email is from an EXTERNAL source. Ensure you trust this sender before clicking on any links or attachments.

Hello city council members,

Hope you are all keeping well and safe.

Thank you for all your efforts in making MB great. Most recently, the diagonal crosswalks along MB blvd are greatly appreciated. I love our community and believe this is an amazing place to raise my children. I feel blessed to live here. I'm reaching out to ask that you kindly revisit reopening the parklets downtown. As a MB resident, I fully support reopening and felt comfortable dining outside. In fact, I can't imagine eating inside anymore! Our downtown MB is great and I would hate to see any more restaurants or shops have to close permanently.

Thank you for your time.

Kind regards,

Sarah Abraham

Sent from my iPhone

## Martha Alvarez

---

**From:** Rebecca Foster <rebeccafoster01@yahoo.com>  
**Sent:** Sunday, January 17, 2021 6:40 PM  
**To:** List - City Council  
**Subject:** [EXTERNAL] Open Tables Downtown

**CAUTION:** This Email is from an EXTERNAL source. Ensure you trust this sender before clicking on any links or attachments.

Today, the downtown of MB was BUSTLING! It was a gorgeous day and people were out. They are not staying in as we can safely be outside and enjoy our beautiful town. When we have all of these people congregating in front of Pete's, Noah's, etc it is actually more dangerous as there is nowhere to spread out. If the dining areas were open, people would have a place to go AND we could support the businesses we desperately love and make our town special. Keeping them closed is NOT keeping people home so open them up so we can take these bodies and put them in places to support our businesses that need us!

Rebecca Foster  
[677 19th St.](#)  
MB

## Martha Alvarez

---

**From:** Kurt Ritter <teamritter@gmail.com>  
**Sent:** Sunday, January 17, 2021 4:39 PM  
**To:** List - City Council  
**Subject:** [EXTERNAL] Outdoor Seating/Dining

**CAUTION:** This Email is from an EXTERNAL source. Ensure you trust this sender before clicking on any links or attachments.

While well intended, the current prohibition on using outdoor seating to consume take out food from MB restaurants is like an unproven medicine that has seriously damaging/potentially terminal side effects ( restaurants going BK ). With proper social distancing and masks these seating areas should be reopened.

Kurt Ritter  
1208 Fisher Ave.



## Martha Alvarez

---

**From:** Beth Henning <bethhenning861@gmail.com>  
**Sent:** Sunday, January 17, 2021 4:26 PM  
**To:** List - City Council  
**Cc:** Gary Henning  
**Subject:** [EXTERNAL] Please vote to reopen the Parklets

**CAUTION:** This Email is from an EXTERNAL source. Ensure you trust this sender before clicking on any links or attachments.

Dear Council Members,

I know you will be voting this week on reopening the restaurant parklets. As you are well aware, our restaurant owners and their workers are hurting. The data does not show that the spread of Covid happened with outdoor dining. Additionally, the restaurant owners and the patrons are well aware of the protocols and will follow simple rules for masks, sanitizing and social distancing.

Please help small businesses by making the right decision on Tuesday.

Blessings  
Beth and Gary Henning

*Beth B. Henning*  
852 9th Street  
Manhattan Beach, CA 90266  
310 489-2393

## Martha Alvarez

---

**From:** Rebecca Foster <rebeccafoster01@yahoo.com>  
**Sent:** Sunday, January 17, 2021 2:27 PM  
**To:** List - City Council  
**Subject:** [EXTERNAL] Please open up outside dining

**CAUTION:** This Email is from an EXTERNAL source. Ensure you trust this sender before clicking on any links or attachments.

Today, the downtown of MB was BUSTLING! It was a gorgeous day and people were out. They are not staying in as we can safely be outside and enjoy our beautiful town. When we have all of these people congregating in front of Pete's, Noah's, etc it is actually more dangerous as there is nowhere to spread out. If the dining areas were open, people would have a place to go AND we could support the businesses we desperately love and make our town special. Keeping them closed is NOT keeping people home so open them up so we can take these bodies and put them in places to support our businesses that need us!

Rebecca Foster  
677 19th St.  
MB

## Martha Alvarez

---

**From:** The U Family <theugroup@gmail.com>  
**Sent:** Sunday, January 17, 2021 9:15 AM  
**To:** List - City Council  
**Cc:** Jill Lamkin  
**Subject:** [EXTERNAL] Open Downtown/All of MB

**CAUTION:** This Email is from an EXTERNAL source. Ensure you trust this sender before clicking on any links or attachments.

My name is John Uriostegui. I am a resident at 419 Altura Way, Manhattan Beach, CA 90266. I work at the Bank of America office in Manhattan Beach and Merrill Lynch office in El Segundo.

Our family tries to shop and or eat in Manhattan Beach every day we are here. You all know our small local businesses can not sustain this shut as well as the big chain stores. I can believe that 2 council members had a knee jerk reaction and created all of this. Why can I eat in Hermosa, Redondo, and El Segundo parklets and I can't in MB. I can not believe that educated people can tell me it's ok to go into Costco, Home Depot, Vons and Target but I can't order a meal and eat inside with a distance or god forbid outside "where you are supposed to be". If you instituted a rule like you have to wear N95 masks or something that medically or scientifically has been proven, maybe people wouldn't be as happy but there was some kind of thought or logic. Trilogy spa is selling immunity kits that have worked on over 100 people that I know of. All the people that took the immunity kit and glutathione spray and used it right away the second they started to feel something and didn't wait till they felt horrible, we're all better in days.

If people don't feel safe or don't want to leave their house don't we have plenty of services that can accommodate them. The majority of the people in the city are American and have rights, please let us as individuals make the choice of whether to shop or eat.

--  
JU  
310-291-3737

## Martha Alvarez

---

**From:** David Peters <davidapeters@earthlink.net>  
**Sent:** Saturday, January 16, 2021 5:19 PM  
**To:** List - City Council  
**Subject:** [EXTERNAL] Reopening Parklets and Restaurants

CAUTION: This Email is from an EXTERNAL source. Ensure you trust this sender before clicking on any links or attachments.

Dear Manhattan Beach City Council Members,

This correspondence is to strongly advocate for the reopening of the Manhattan Beach Parklets and for outside dining at our local restaurants. While the increased spread of the Corona virus is very concerning and alarming, there is no factual evidence that the outside dining in our city is the cause of this spread. So many of the restuarants in our city have spent thousands of dollars in order to provide safe, comfortable outside dining for our residents and they are now being threatened with economic failure because of the restrictions they are now under.

While it is extremely important for all of us to wear masks and maintain social distances, I believe that these requirements can be met when properly provided for in the outside dining areas. It should be the responsibility of the restaurant management to monitor its facilities and enforce the requirements. This is the expectation of establishments which are presently allowed to remain open like local retail stores, grocery stores, big box facilities, etc. Why shouldn't restaurants be given the same opportunity.

Finally, in observing other activities in our city we have seen a significant lack of respect for either social distancing or wearing of masks on our beaches. This is not to suggest that the beaches should be closed, but to question why we maintain such stringent restrictions on our outdoor dining.

Ideally, I would like to see our local restaurants allowed to offer outside dining. Short of this, I respectfully request that the city council reopen our parklets and allow take out customers to dine in these areas.

Thank you for your consideration.

Sincerely,

David A. Peters  
400 The Strand  
Manhattan Beach

## Martha Alvarez

---

**From:** John Ward <john@turnstone.com>  
**Sent:** Saturday, January 16, 2021 3:11 PM  
**To:** List - City Council  
**Subject:** [EXTERNAL] Support our own restaurants  
**Attachments:** image0.jpeg; ATT00001.txt

CAUTION: This Email is from an EXTERNAL source. Ensure you trust this sender before clicking on any links or attachments.

City Council,  
By closing our own restaurants, all you are doing is supporting those in HB and RB.

You must understand people will go to where restaurants are open to patronize. PLEASE stop this insanity and OPEN UP THE PARK AREAS!!!

Saturday Jan 16

Do it now

Before we lose them

Thanks

## Martha Alvarez

---

**From:** Kimberly LanfreBrubaker <kalb73804@gmail.com>  
**Sent:** Saturday, January 16, 2021 7:22 AM  
**To:** List - City Council  
**Subject:** [EXTERNAL] Parklets

**CAUTION:** This Email is from an EXTERNAL source. Ensure you trust this sender before clicking on any links or attachments.

Good morning

Please reopen our parklets. We must support our local owned restaurants. If we do not support these family owned restaurants we will only have chain restaurants downtown. This ruins the appeal of Manhattan Beach.

Please reopen the parklets!

--

Kimberly Lanfre Brubaker

## Martha Alvarez

---

**From:** Kim Rodberg <kim@rodberg.net>  
**Sent:** Friday, January 15, 2021 10:20 PM  
**To:** List - City Council  
**Subject:** [EXTERNAL] Reopening DTMB restaurants

CAUTION: This Email is from an EXTERNAL source. Ensure you trust this sender before clicking on any links or attachments.

Dear City Council,

As a resident of Manhattan Beach for 22 years, I love this town and heartbroken to see it dying.

I am in Full support of reopening the restaurants, knowing that we are capable of being safe as we keep our town alive.

Thank you for considering reopening immediately before it's too late.

Thank you,  
Kim Rodberg

Sent from my iPhone

## Martha Alvarez

---

**From:** RL Peters <rlpeters39@gmail.com>  
**Sent:** Friday, January 15, 2021 8:01 PM  
**To:** List - City Council  
**Subject:** [EXTERNAL] Reopening Parklets

CAUTION: This Email is from an EXTERNAL source. Ensure you trust this sender before clicking on any links or attachments.

It is of utmost importance that MB survives this pandemic! The only way our wonderful town of fabulous restaurants and great shops will be able to stay in business is IF THE PARKLETS ARE ALLOWED TO OPERATE WITH THE PROPER PRECAUTIONS. Please save our town and open the parklets.”

RL Peters

Sent from my iPhone



## Martha Alvarez

---

**From:** Talia Frederick <taliafrederick@gmail.com>  
**Sent:** Friday, January 15, 2021 6:06 PM  
**To:** List - City Council  
**Subject:** [EXTERNAL] Outdoor dining and parklets

CAUTION: This Email is from an EXTERNAL source. Ensure you trust this sender before clicking on any links or attachments.

Hello city council,

I am a lifetime resident of Manhattan Beach. My father has owned fine dining restaurants Mangiamo and Talia's in downtown Manhattan Beach since the year I was born in 1977. Covid has nearly destroyed his legacy as a successful chef and business owner in our beautiful community. At 79 years old, he has made incredible compromises to what he knows. He has invested an obscene amount of money into building the decks, paying the city parking spaces, providing light, heat, umbrellas, plants and decor to his guests, purchasing outdoor furniture and plexi glass partitions to keep guests separated and safe, training new staff as so many had left after the initial shut down in March. He didnt think he could even break even with only having half the amount of tables as his restaurant indoors and without a bar. He acquiesced to every unfamiliar practice in order to stay open for outdoor dining just to have it taken away after only 3 months of service. Not one single reported case transmitted through his outdoor dining. Ironically when the outdoor dining was shut down in November, his manager contracted Covid from being home. The idea that this virus is spreading through sitting in fresh ocean air with physical distancing, sanitation practices, staff wearing masks and face shields is completely unproven and ridiculous. The fact that California can't figure out how to keep our small business economy afloat like every other state has managed to balance is not only devastating to a family who has invested 44 years of blood sweat and tears into a beloved business, but it is pathetic. The fact that every home depot, Costco, wall mart, Target, large grocery store, and every giant box retailer are staying open as normal but the small family owned restaurants in our south bay have to close is preposterous and hypocritical. Manhattan Beach is not LA county. Our residents are heathy active outdoorsy people who respect the laws and agree with protecting one another. I want our leaders to push hard to get an exception to allow our small businesses who are following safety protocols to re-open and stay in business. People are NOT ordering fine dining takeout on a daily basis and my father's business is hemorrhaging money every day. Some nights his sales are \$350. Not even close to covering a portion of the overhead. He wants to throw in the towel for good but the idea of covid taking down his 44 year old legacy is heartbreaking and he has only a couple months left in him to continue this fight. He continues to pay his manager who has worked for him for 38 years as well as his head chef and sous chef who have been with him for 35 years. He has supported their families as if they were part of his own. This situation is just wrong. And my father is just one case of catastrophe. EVERYONE is going down. Please consider common sense and a little humanity.

Thank you,

Talia Frederick  
310-480-6079

Sent from my iPhone

## Martha Alvarez

---

**From:** Tiffany Mesko <tiffanypneu@gmail.com>  
**Sent:** Friday, January 15, 2021 5:56 PM  
**To:** Jill@downtownmanhattanbeach.com; Jeffrey Neu; List - City Council  
**Subject:** [EXTERNAL] Parklets

**CAUTION:** This Email is from an EXTERNAL source. Ensure you trust this sender before clicking on any links or attachments.

Dear Council,

We would like to express our support in favor of outdoor dining in Manhattan Beach, with safety protocols in place. No evidence that outdoor dining is the culprit of rising numbers have surfaced. We order take out several nights a week to help local restaurants, but truly feel that outdoor dining would give them the fighting chance that they so desperately need to survive. Residents who disagree can simply dine at home.

With Regards,  
Tiffany & Jeffrey Neu

## Martha Alvarez

---

**From:** Heather De Roos <heather.deroos@yahoo.com>  
**Sent:** Friday, January 15, 2021 3:55 PM  
**To:** List - City Council  
**Subject:** [EXTERNAL] Open Dining

CAUTION: This Email is from an EXTERNAL source. Ensure you trust this sender before clicking on any links or attachments.

Dear City Council members, Happy New Year, and as always thank you for your service representing Manhattan Beach residents. Writing today to encourage you to reopen the parklets for dining in downtown Manhattan Beach. Give patrons a chance to once again enjoy and support our local restaurants safely.

Thank you for your consideration,

Heather de Roos  
Manhattan Beach Resident and MB Restaurant Lover

Heather de Roos 310-480-8005

## Martha Alvarez

---

**From:** bvbatbeach@aol.com  
**Sent:** Friday, January 15, 2021 11:49 AM  
**To:** List - City Council  
**Subject:** [EXTERNAL] City Parklets

**CAUTION:** This Email is from an EXTERNAL source. Ensure you trust this sender before clicking on any links or attachments.

Dear City Council Members,

We are all aware of the COVID surges. And all of us (or at least most of us) are taking appropriate measures to protect ourselves and others.

There is zero evidence that the MB Parklets, or outdoor dining for that matter, were contributing factors leading to the recent surges. Please reopen our Parklets. Our local businesses need to survive. And our residents need some outlets.

Thank you for all you do.

Sincerely,

Bill von Behren  
Tree Section Resident

## Martha Alvarez

---

**From:** Dennis Lanfre <dennis@sunset-printing.com>  
**Sent:** Friday, January 15, 2021 11:07 AM  
**To:** List - City Council  
**Subject:** [EXTERNAL] Parklets

**CAUTION:** This Email is from an EXTERNAL source. Ensure you trust this sender before clicking on any links or attachments.

Please reopen our Parklets!

If we do not help our local restaurants and business's now - we will lose these places that people have spent their lives building. This close everything has to stop! We must get back to a normal (mask wearing) life.

Dennis  
Dennis Lanfré  
[dennis@sunset-printing.com](mailto:dennis@sunset-printing.com)  
310-352-3560  
6:30 AM till 3:30 PM

## Martha Alvarez

---

**From:** Ktschweter <ktschweter@aol.com>  
**Sent:** Friday, January 15, 2021 10:48 AM  
**To:** List - City Council  
**Subject:** [EXTERNAL] City Parklets - Reopening

**CAUTION:** This Email is from an EXTERNAL source. Ensure you trust this sender before clicking on any links or attachments.

Hi Per your request on opinion from the Dig MB. Yes, Parklets should reopen.

Thank you, Karen Schweter

## Martha Alvarez

---

**From:** lauren harger <lharger@me.com>  
**Sent:** Thursday, January 14, 2021 3:11 PM  
**To:** List - City Council  
**Subject:** [EXTERNAL] Reopening Outdoor Dining

CAUTION: This Email is from an EXTERNAL source. Ensure you trust this sender before clicking on any links or attachments.

Dear Council Members,

As life long residents of Manhattan Beach and regular patrons of our local restaurants, my husband and I miss this special social dining experience. With proper distancing and appropriate behavior, we see no reason for the parklets to remain closed, especially since council has not presented us with evidence that outdoor dining contributes to a rise in Covid. In fact, cases have risen in spite of the shutdowns instituted before Thanksgiving, which tells us that these drastic measures are not mitigating the problem they were meant to solve. In our view, it is demoralizing for our community to see our local businesses and way of life suffering, perhaps irreparably.

Let's all take responsibility for our own health and the risks involved. We need our downtown businesses to thrive!

Best regards,  
Lauren and James Harger

Sent from my iPhone

## Martha Alvarez

---

**From:** Michael Monaghan <michaelcmonaghan@gmail.com>  
**Sent:** Thursday, January 14, 2021 1:50 PM  
**To:** List - City Council  
**Subject:** [EXTERNAL] Outdoor Dining

**CAUTION:** This Email is from an EXTERNAL source. Ensure you trust this sender before clicking on any links or attachments.

Mayor and Council:

All of our Downtown businesses are suffering greatly due to the closure of the public seating areas after the holidays.

Since public parklets closed, overall restaurant business is down between 70-90% and retailers are down between 20-80%, which is obviously unsustainable.

There have been no Covid cases contact traced to outdoor dining in MB. Conversely, health experts, such as the [UCLA Medical School, suggest we get outside as much as possible, including dining outdoors.](#)

Please consider the science. And please have empathy for the extreme duress being placed on our community members who run businesses, and the community members, including healthcare workers, who rely on these local businesses.

- Michael



## Martha Alvarez

---

**From:** Bruce Moe  
**Sent:** Wednesday, January 13, 2021 4:30 PM  
**To:** List - City Council  
**Subject:** Fw: [EXTERNAL] Mayor Suzanne Hadley's quote in the Patch

This was sent to the City Manager's box but was addressed to the City Council, thus I am forwarding.



**BRUCE MOE**  
CITY MANAGER

(310) 802-5053  
bmoe@citymb.info

**CITY OF MANHATTAN BEACH** 1400 Highland Avenue Manhattan Beach, CA 90266  
Office Hours: M-Th 7:30 AM-5:30 PM | Fridays 7:30 AM-4:30 PM | Not Applicable to Public Safety  
Reach Manhattan Beach Here for you 24/7, use our click and fix it app  
Download the mobile app now



---

**From:** CityOfManhattanBeach@citymb.info <CityOfManhattanBeach@citymb.info> on behalf of City of Manhattan Beach <CityOfManhattanBeach@citymb.info>  
**Sent:** Tuesday, January 12, 2021 5:41 PM  
**To:** City Manager  
**Subject:** [EXTERNAL] Mayor Suzanne Hadley's quote in the Patch

**CAUTION:** This Email is from an EXTERNAL source. Ensure you trust this sender before clicking on any links or attachments.

Message submitted from the <City of Manhattan Beach> website.

**Site Visitor Name:** Alicia Marshall  
**Site Visitor Email:** asarmar5@gmail.com

To all MB Council Members.

I'm writing concerning the message from Mayor Suzanne Hadley in the Patch. I've been trying to understand the purpose of her message.

- Was it to announce that 2 more deaths were reported and that she's again concerned that MB numbers have increased
- Or to minimize the 6 deaths because this might be a normal number for this time period, but she doesn't really know because of HIPAA
- Or to again minimize the cause by saying that every death is a tragedy thus minimizing Covid lethality
- Or that she wants to tell that the curtailed businesses and social activities have been in vain because people have died anyway
- Or she hopes that people will follow the guidelines. (She hopes, not she's directing, or that she is recommending or that she is reiterating the CDC recommendations, just she's hoping.)

All in all it was a very confusing message. What concerns me, as well, is that this message went out just a few days after she argued quite emphatically, and to great length, against the decision made by the subcommittee about outdoor seating.

I will finish by presenting an opinion. I believe that this was a veiled attempt to undermine the MB City Council's position on all things Covid related. Does this show support for the council's position?

<https://patch.com/california/manhattanbeach/2-new-covid-19-deaths-manhattan-beach-mayor-hadley-comments>

P.S. I just saw that 24 employees of MB have tested positive. If the mayor was really concerned, why did she mention this fact and show her support for them and their families.

Alicia Marshall

23rd St.



## CITY OF MANHATTAN BEACH

CITY ENOTIFICATION

(310) 802-5000

[CityofManhattanBeach@citymb.info](mailto:CityofManhattanBeach@citymb.info)

**CITY OF MANHATTAN BEACH** 1400 Highland Avenue Manhattan Beach, CA 90266

Office Hours: M-Th 7:30 AM-5:30 PM | Fridays 7:30 AM-4:30 PM | Not Applicable to Public Safety

Reach Manhattan Beach Here for you 24/7, use our click and fix it app

Download the mobile app now



## Martha Alvarez

---

**From:** Lori Gist <loriagist@gmail.com>  
**Sent:** Tuesday, January 12, 2021 9:50 PM  
**To:** List - City Council  
**Cc:** Maroun Aboutanos; Michelle Graeler; Jeannie & Greg Dickinson  
**Subject:** [EXTERNAL] Concerns with the Peck Reservoir Replacement Project

**CAUTION:** This Email is from an EXTERNAL source. Ensure you trust this sender before clicking on any links or attachments.

I am reaching out to you on behalf of several neighbors on 19th Street, near the Peck Reservoir Replacement Project. We have been living with the disruption from the construction for a while now, however last week (1/4/21) things have evolved to a new level, causing several serious concerns.

The concerns are two-fold:

- **Noise** - We understand that these plans were approved prior to Covid 19, prior to people working from their home and prior to children doing school from home. We are now living in a different time and the constant noise and vibrations make it very difficult to work/study from home. The level of disruption can be heard on conference calls and zoom classes and very much disrupts focus.
- **Damage to our Houses** - This group of homeowners has serious concerns about damages the vibrations are causing to our homes. Earlier in the project, we experienced about 2 weeks of ground shaking/movement (similar to that of an earthquake). Now, beginning last week (1/4/21) we have had near constant vibrations and rattling to our walls, glass windows and foundations - to name a few.

Perhaps you are able to clarify a few things for for us.

How much longer will the drilling continue?

There should be ways to dampen the vibrations, what can you do to ensure the project managers lesson the vibrations to the surrounding areas?

We would like to formally state that it is our intention to have the city pay for any future damage caused to our homes/property as a direct result of the weeks of ground shaking and vibrations. These damages may not be known immediately.

I appreciate and look forward to your timely response.

Best,

Lori Gist

**Martha Alvarez**

---

**From:** robertbush dslextreme.com <robertbush@dslextreme.com>  
**Sent:** Friday, January 8, 2021 1:04 PM  
**To:** robertbush @dslextreme.com  
**Cc:** robertbush @dslextreme.com; Nancy Hersman; Steve Napolitano; Richard Montgomery; Suzanne Hadley; Hildy Stern; Joseph Franklin; Bruce Moe; Quinn Barrow; List - City Council; mmatthews; kkomatinsky; bfournell; jfenton; Steve Napolitano; speel; cgraves@mbusd.org; jboxer; jfenton; ccronin  
**Subject:** [EXTERNAL] Effect of Immunization

**CAUTION:** This Email is from an EXTERNAL source. Ensure you trust this sender before clicking on any links or attachments.

## **Effect of Immunization**

**by Robert Bush**

**Dr. Thomas Moody, principal investigator at the Duke University Human Vaccine Institute, “a vaccine makes a person resistant to an infection from the virus and the illness it causes - COVID-19 – or at least, makes it so that a person who becomes infected has a shorter course of disease, or not as many complications.**

**Although a vaccine protects you from the COVID-19 illness, vaccinated people may still be able to spread the virus itself (which is why your friends also should get vaccinated.) Because of that, it is vital that you continue to maintain safe practices while out and about.**

**William Schaffner, M.D., an Infectious disease specialist and professor of preventive medicine at the Vanderbilt University School of Medicine, says “Just because you roll up your sleeve and get the shot doesn’t mean you can throw away your mask and disregard other prevention efforts such as social distancing and hand-washing. Those will be crucial for quite some time, in order to get**

control over the virus.

Once you are vaccinated you could become an ambassador and advocate for others in your circle to also receive it.

And so you can say “We got our COVID immunization. It was a snap. Have you gotten yours yet?”

You should not ask for proof that others have been vaccinated. Your vaccination helps to protect you from illness, theirs will protect them.

**L.A. County Public Health Director – Barbara Ferrer, PhD, CDC - Robert Redfield, M.D. and N.I.A.I.D. - Anthony Fauci, M.D. recommend the following guidelines to stop the spread of COVID-19.**

### **How to Protect Yourself When Going Out**

- **Wear a mask that covers your nose and mouth to help protect yourself and others.**
- **Stay 6 feet apart from others who don't live with you.**
- **Avoid crowds.**
- **Avoid poorly ventilated indoor spaces.**
- **Wash your hands often with soap and water. Use hand sanitizer if soap and water aren't available.**

•

## Martha Alvarez

---

**From:** Julia. Adema <julia\_adema@yahoo.com>  
**Sent:** Friday, January 8, 2021 8:55 AM  
**To:** List - City Council  
**Subject:** [EXTERNAL] Fwd: Comment for Parklets - agreement with closure - 2nd comment 1/8

**CAUTION:** This Email is from an EXTERNAL source. Ensure you trust this sender before clicking on any links or attachments.

Good morning,

I just read that there is a meeting today regarding the Mayor's repeated request to open outdoor dining via parklets. Richard and Steve, thank you for your replies on my first comment email and continued support of the decision.

If the Mayor's "jaw dropped" at the closure she once again is not taking residents safety as a priority. Our cases are escalating and yesterday over 20 in one day. My own jaw dropped when I read she will waste time and resources today pushing this issue !

I would propose mask enforcement in MB before anything else. There are too many times where 50% of the people out are not wearing face coverings. This is in neighborhoods, greenbelt, Parking lots- basically everywhere. The biggest offenders seem to be runners, folks walking dogs and construction sites. Our city resources would be much better spent on this effort than monitoring outdoor dining , which goes against the county order.

Thank you,

Julia Adema

Begin forwarded message:

**From:** julia adema <julia\_adema@yahoo.com>  
**Date:** January 5, 2021 at 2:08:08 PM PST  
**To:** cityclerk@citymb.info  
**Cc:** citycouncil@citymb.info  
**Subject:** **Comment for Parklets - agreement with closure**

Hello,

This comment is to support the decision by the ad hoc committee for the recent closure of the parklets. We observed on more than one occasion maskless groups drinking alcohol and socializing, not sitting and eating, specifically at Ercoles and Simmzys parklet. MB cases, as well as LAC, continues to dramatically increase and this is one thing that will help.

Please do not reverse until the county health order opens up restaurant outdoor dining. We are happily supporting our local restaurants with gift cards and take out.

Thank you,  
Julia Adema

## Martha Alvarez

---

**From:** Jonas Hudson <jhudson@greenfence.com>  
**Sent:** Thursday, January 7, 2021 4:09 PM  
**To:** List - City Council  
**Subject:** [EXTERNAL] Open Outdoor Parkletts

**CAUTION:** This Email is from an EXTERNAL source. Ensure you trust this sender before clicking on any links or attachments.

From my understanding, Covid is spread in confined, small spaces, and does not do well in outdoor venues.

Please allow our neighbors to be safe. Open outdoor parklets.

Outdoor is safer and stimulates mental health.

Thank you for the work you do.

Jonas

Jonas Hudson  
Co-Founder, Greenfence Consumer  
Google Number: +1.310.906.0164

Get your first GFT™ Authentic Digital Collectible™

## Martha Alvarez

---

**From:** Sherman, Kyle <Kyle.Sherman@foxsports.net>  
**Sent:** Thursday, January 7, 2021 2:38 PM  
**To:** List - City Council  
**Subject:** [EXTERNAL] Outdoor dining

**CAUTION:** This Email is from an EXTERNAL source. Ensure you trust this sender before clicking on any links or attachments.

Council members – as a longtime Manhattan Beach resident, I am thankful to live in a city that cares for the health and safety of the community. The past 10 months have certainly stressed the institutions and norms to navigate a pandemic.

Knowing that there is a decision coming up on outdoor dining, I weigh in from a perspective of care and responsibility. My wife and I are rule followers.

We fully support outdoor dining. There is no data supporting transmission outdoors when spaced properly and masking in and out. Our restaurant owners have set up spaces that most of us can not match in our homes. We feel very safe, and having been to outdoor spaces frequently in Manhattan Beach, we have not gotten COVID. We know dozens of fellow neighbors and friends who have the same experience. Our daughter was a hostess throughout the worst days of the pandemic. She never got COVID because of the steps taken by the Strand House to protect customers and workers. See attached article for some more information to give you perspective.

Please support our community. If people can't go to outdoor seating at restaurants, they will still gather - only they will gather in likely less safe environments. Thank you.

<https://www.lifesitenews.com/mobile/news/asymptomatic-transmission-of-covid-19-didnt-occur-at-all-study-of-10-million-finds>

- Kyle and Lori Sherman

This message and its attachments may contain legally privileged or confidential information. It is intended solely for the named addressee(s). If you are not an addressee indicated in this message (or responsible for delivery of the message to an addressee), you may not copy or deliver this message or its attachments to anyone. Rather, you should permanently delete this message and its attachments and kindly notify the sender by reply e-mail. Any content of this message and its attachments that does not relate to the official business of Fox Sports, or its subsidiaries must be taken not to have been sent or endorsed by any of them. No representation is made that this email or its attachments are without defect.



## Martha Alvarez

---

**From:** abbjohn@aol.com  
**Sent:** Thursday, January 7, 2021 1:30 PM  
**To:** List - City Council  
**Subject:** [EXTERNAL] Shutdown of Outdoor dining

**CAUTION:** This Email is from an EXTERNAL source. Ensure you trust this sender before clicking on any links or attachments.

1-7-21

Dear City Council Members,

My name is Janice Davenport. I am the Office Manager of Pancho's Restaurant. I have been employed here for 17 years. I have been a member of the NM BID for many years. I joined the Council meeting this week via Zoom and did not have the opportunity to speak. I am new to Zoom and could not figure out how to be able to speak.

My concern is over the shutdown of outdoor dining. I understand the Council's concern for the health of our community. We are concerned about the health and welfare of this community also. I do not believe that closing outdoor dining is the remedy for reducing Covid-19 cases. All restaurants who followed the rules for outdoor dining are not the problem. I do believe there might have been a few restaurants that did not follow the rules. It feels as if so many restaurants who followed all the rules are being punished. Pancho's has gone above and beyond to maintain the strict rules of sanitation, signage, tables and people to stay 6 feet apart, wearing of a mask at all times when not eating. I believe the recent escalation of the reported numbers of Covid-19 are directly related to the two recent holidays. That would make more sense than blaming it on the restaurants which has resulted in a shutdown of the outdoor dining. The financial impact is devastating. We were once a robust business and we are definitely not at this point. To see the paltry sales each day from Take Out is painful. We cannot sustain ourselves much longer. It is impossible. Take out is not a viable option. It does not bring in the revenue that is necessary to run a restaurant.

Since you as a council feel the necessity of shutting down restaurants then try to think differently. One way to manage outdoor dining is to have a Police presence that checks on outdoor dining facilities. This would be the only fair manner in which to quell the unfairness of shutting down all restaurants because a few might have broken the rules. It was stated at the Zoom meeting that there are no funds for this. That is an unacceptable reply. Imagine many of these businesses that might fail and the loss of revenue for the City is also lost. That would be the correct time to be able to say the Police Department is unable to function due to "no funding".

All restaurateurs are suffering. We usually employ 51 people. We are down to a staff of 12.

You mentioned at the meeting that we are all in this together but we are not in this all together. You shut a viable opportunity to increase business revenues during this difficult time with no scientific data that proves outdoor dining is spreading Covid 19. You can and should take immediate action to open our outdoor dining for the benefit of hundreds of people who either work in the restaurant industry in Manhattan Beach or the people in the community that support their Manhattan Beach restaurants.

Janice Davenport  
Pancho's Restaurant  
Office Manager  
Vice Chair NM BID

## Martha Alvarez

---

**From:** MICHAEL JARVIS <mjarvis880@aol.com>  
**Sent:** Thursday, January 7, 2021 6:46 AM  
**To:** List - City Council  
**Subject:** [EXTERNAL] Please Reopen Outdoor Dining

**CAUTION:** This Email is from an EXTERNAL source. Ensure you trust this sender before clicking on any links or attachments.

Dear Mayor Hadley and City Council Members,

As you reconsider the possibility of reopening Manhattan Beach outdoor dining, my wife and I, who are long time residents of Manhattan Beach (40 years) would like to throw our support behind the reopening. I believe the main issue is to find a balance between public health and economic risks associated with closures -- and, prohibiting outdoor dining throws that balance out of whack.

All of us have had the mantra *follow the science...follow the science* drilled into us since last March. Many steps have been taken in the past that made no scientific sense whatsoever including the closures of beaches, parks and outdoor dining. There is no scientific link that proves that outdoor dining caused the spread of Covid. A little common sense needs to be applied -- only healthy people go out for dinner. Sick people do not. Leading to the question -- why is outdoor dining prohibited? And, at the same time Costcos, Walmarts, CVS stores, etc, are wide open. Sick people visit these massive stores to get medicine and yet they welcome hundreds upon hundreds of daily customers.

I will close with this thought. Humans are social by nature. They will gather whenever they can. Isn't it safer (again common sense) to gather **outdoors** with only your immediate family or closest friends sitting at tables 6 feet apart instead of doing the same thing **indoors** (without any social distancing) at a friend's home. We have been blessed with living in a city that has year-round favorable weather and we should take advantage of same.

Thank you for your consideration and hard work.

My Best,  
Mike Jarvis

## Martha Alvarez

---

**From:** Lori Sherman <the.shermans2@verizon.net>  
**Sent:** Wednesday, January 6, 2021 9:17 PM  
**To:** List - City Council  
**Subject:** [EXTERNAL] Outdoor dining

CAUTION: This Email is from an EXTERNAL source. Ensure you trust this sender before clicking on any links or attachments.

I am Firmly in favor of restoring outdoor dining. Restaurants did an amazing job of enforcing distance, sanitizing and all other rules put forth for safe dining issued by the county and cdc. Not having this option has pushed people into more unsafe dining gatherings in homes. In addition, the free for all of allowing dining on outside tables without the policing by restaurants really created unsafe and unmonitored gatherings. We are in this for the long haul. We must come together and create opportunities for socializing and keeping our businesses alive in the safest way possible.

Thank you.

Lori sherman

## Martha Alvarez

---

**From:** Sam Sheth <samsheth2@gmail.com>  
**Sent:** Wednesday, January 6, 2021 9:03 PM  
**To:** List - City Council  
**Subject:** [EXTERNAL] Outdoor Dining

CAUTION: This Email is from an EXTERNAL source. Ensure you trust this sender before clicking on any links or attachments.

Dear MB City Council:

It is very important to the health and safety of our residents that we restore outdoor dining. It is safer than what people are doing now, and the only way to ensure that the pandemic doesn't do further damage to the most vulnerable in our community. Please restore outdoor dining to take advantage of one of the greatest advantages we have on the West Coast, due to our favorable weather.

All social distancing and cleaning protocols can be better maintained by the restaurants, as well as heaters!!

Thank you so much for all you do to protect our health and safety!

Best regards,

Sam Sheth

Sent from my iPhone

## Martha Alvarez

---

**From:** Rod Stoddard <rodstoddard@me.com>  
**Sent:** Wednesday, January 6, 2021 2:47 PM  
**To:** List - City Council  
**Subject:** [EXTERNAL] Parklett's

CAUTION: This Email is from an EXTERNAL source. Ensure you trust this sender before clicking on any links or attachments.

City Council,

I urge you to reconsider your decision to close the outdoor dining “parklettes”. While the increase in Covid rates is unfortunately and needs to be curtailed, we need to use our levers to control the curb wisely. If you look at the data from the CDC, you can see that LA County’s cumulative covid cases rose by 105% from the time that the closed outdoor dining to yesterday. Our rate only rose 65%. So clearly closing outdoor dining did not stem the increase of cases. The two are not correlated. So why are we treating them as such?

In fact, it’s pretty clear that the rise is due to the increased home-based social gatherings over the holidays. Closing the parklettes here in town will just take a safe option away from people and move those activities into more unsafe indoor locations. And at the same time, we continue to unduly punish local business and restaurants without factual data to support these decisions.

Please reconsider.

Rod Stoddard  
465 26th Place

**Martha Alvarez**

---

**From:** robertbush dslextreme.com <robertbush@dslextreme.com>  
**Sent:** Wednesday, January 6, 2021 12:45 PM  
**To:** robertbush @dslextreme.com  
**Cc:** robertbush @dslextreme.com; Nancy Hersman; Steve Napolitano; Richard Montgomery; Suzanne Hadley; Hildy Stern; Bruce Moe; Quinn Barrow; List - City Council; mmatthews; kkomatinsky; bfournell; jfenton; speel; Carol Perrin, Allen Fulmer; Joseph Franklin; List - City Council; graves@mbusd.org; jboxer@mbusd.org; rideformbef; vic law1; vic law1; ctorwill@alumni.brown.edu; jfenton; jcocran  
**Subject:** [EXTERNAL] COVID-19 "blood on their hands"

**CAUTION:** This Email is from an EXTERNAL source. Ensure you trust this sender before clicking on any links or attachments.

## **COVID-19 “blood on their hands” by Robert Bush**

**One year ago the major threat was a ballistic missile with nuclear warhead aimed at Los Angeles thanks to North Korea’s President Kim Jong Un. Then comes the SARS-CoV-2 virus novel coronavirus that has killed more than 1.8 million people worldwide from Huanan Seafood market in Wuhan, China.**

**The elected politicians (governors, mayors and county supervisors) that don’t mandate the guidelines to stop the spread of COVID-19 and the residents that don’t follow those guidelines are the ones that have “blood on their hands”. The blood is from the victims who suffer or die from COVID-19. The anti-maskers and those who violate the social distancing are the ones that expose themselves and others to COVID-19.**

**1918 Pandemic (H1N1 virus)**

**1918 influenza pandemic was the most severe pandemic in recent history. It was caused by an H1N1 virus with genes of avian origin. It is estimated that about 500 million people or one-third of the world's population became infected with this virus. The number of deaths was estimated to be at least 50 million worldwide with about 675,000 occurring in the United States.**

**The main difference between 1918 Pandemic (H1N1 virus) and 2020 COVID-19 – our scientists have developed a vaccine to eradicate the COVID-19. (Pfizer and Moderna)**

**85 percent of Americans say they're willing to get the coronavirus vaccine - just 15 percent say they won't get it, [an ABC News/Ipsos poll](#). The FDA granted an emergency use authorization to Pfizer's coronavirus vaccine last week, and is expected to do the same for Moderna's this week. Most Americans will need to be vaccinated for the population to achieve herd immunity, as well as to protect people with medical concerns who cannot safely take the vaccine. Dr. Anthony Fauci has [predicted](#) that if "we get 75 percent, 80 percent of the population vaccinated," the U.S. could reach herd immunity and resume "some degree of normality" near the end of 2021.**

**Warning – there are still anti-vaxxers that don't believe in vaccines.**

**L.A. County Public Health Director – Barbara Ferrer, PhD, CDC - Robert Redfield, M.D. and N.I.A.I.D. - Anthony Fauci, M.D. recommend the following guidelines to stop the spread of COVID-19.**

## How to Protect Yourself When Going Out

- Wear [a mask that covers your nose and mouth](#) to help protect yourself and others.
- Stay 6 feet apart from others who don't live with you.
- Avoid crowds.
- Avoid poorly ventilated indoor spaces.
- [Wash your hands often](#) with soap and water. Use hand sanitizer if soap and water aren't available.

Table 1 COVID-19 – Cases and Deaths

Location	Cases	Deaths
United States	20,969,667	356,160
California	2,444,466	26,638
Los Angeles County	791,892	10,682
Global	85,783,178	1,853,872

## COVID-19 Los Angeles County's Healthcare System - Comments from Healthcare Workers

Los Angeles County tallied its 10,000th COVID-19 death, L.A. County reporting 20% positive test rate, hospitals overwhelmed by patients and no outlet valve available, doctors, nurses and paramedics are being forced to make wrenching choices about who gets care and at what level, hospitals are full, ICU's are full, hospital morgues are so full that the National Guard is being called in to help county workers as corpses are moved into storage at the L.A. County Department of the Medical Examiner-Coroner, the overcrowded crypts at hospitals are a result of private mortuaries running out of space and staff to handle the unprecedented number of COVID-19 deaths, a new,



**potentially more contagious variant of the coronavirus, patients suffering from things such as strokes, heart attacks and seizures waiting in ambulances outside hospitals, sick patient was cared for in the ER hallway because there was no more space in the hospital, running out of oxygen and critical machines, patient care falters, some unfortunate outcomes from patients in hospitals and ambulances across the county who couldn't be offloaded into an emergency department in a timely manner, hospital has run out of high-flow oxygen as well as BiPap machines, a mask that helps push oxygen into the lungs, often a last resort before placing ill patients on a ventilator, allowing emergency medical service providers to decline to take low-risk patients to hospitals with mild respiratory illnesses, medical professionals resorting to increasingly desperate measures, , 911 patients who have a do-not-resuscitate directive will not be taken to acute-care facilities such as a hospital, nor will certain trauma patients whose hearts have stopped, hallways of the ER are lined with sick patients, the part of the hospital where gunshot and car accident victims are typically triaged is also often packed with people infected with the coronavirus, there were more than 40 patients in the telemetry units — some with heart attacks and others with COVID-19 — but staff couldn't find technicians to watch their heart monitors, watching COVID-19 patients suffer is horrifying - their eyes widen with panic as they struggle to take in enough oxygen and gasp for breath. It is a process much like suffocation, because employees also have fallen sick with COVID-19.**

## Martha Alvarez

---

**From:** Dave Furano <davefurano@gmail.com>  
**Sent:** Wednesday, January 6, 2021 12:35 PM  
**To:** List - City Council  
**Cc:** Sandy Furano  
**Subject:** [EXTERNAL] Opening Outdoor Parklett's and More Outdoor Dining Options

CAUTION: This Email is from an EXTERNAL source. Ensure you trust this sender before clicking on any links or attachments.

Honorable City Council  
Please open parklets and outdoor dining in MB.

Please restrict traffic on Manhattan Beach Blvd from Sketchers to the Strand House to one way or closed 11am to 7pm daily to make room for a pedestrians on the street to prevent overcrowding on the narrow sidewalks.

Please allow Manhattan Beach restaurants to open their street fronts and allow them to create roof top outdoor dining.

Please allow restaurants to put up lights, umbrellas, heaters and clear wind barriers.

Please approve a \$10K per month budget to advertise and publicize that Manhattan Beach Restaurants are open for Outdoor Dining done right with the total support of the city and all the agencies.

Respectfully  
Downtown Manhattan Beach Residents  
Dave & Sandy Furano  
229 14th St  
Manhattan Beach CA 90266  
310-951-9994

## Martha Alvarez

---

**From:** Brian Bullock <bullockb32@yahoo.com>  
**Sent:** Wednesday, January 6, 2021 9:54 AM  
**To:** List - City Council  
**Cc:** Linda Bullock  
**Subject:** [EXTERNAL] Re: Parkettes

CAUTION: This Email is from an EXTERNAL source. Ensure you trust this sender before clicking on any links or attachments.

CC - it was disheartening to hear that you upheld the decision to further damage the heart of our downtown - our restaurants - by continuing the parklet closures. I'm a reasonable man, but to know you made the decision without the necessary data to support the decision is maddening. I know several of the owners affected and it's one negative thing after another that they have to deal with. Just know that this could be the last nail for some, and those closures are on you.

Brian Bullock  
310.488.7784

> On Jan 5, 2021, at 10:50 AM, Brian Bullock <bullockb32@yahoo.com> wrote:  
>

## Martha Alvarez

---

**From:** CityOfManhattanBeach@citymb.info on behalf of City of Manhattan Beach  
<CityOfManhattanBeach@citymb.info>  
**Sent:** Tuesday, January 5, 2021 7:10 PM  
**To:** List - City Council  
**Subject:** [EXTERNAL] Parklet

**CAUTION:** This Email is from an EXTERNAL source. Ensure you trust this sender before clicking on any links or attachments.

Message submitted from the <City of Manhattan Beach> website.

**Site Visitor Name:** Eelean oh  
**Site Visitor Email:** Eelean@rochelson.com

Please reopen the parklet !!!! Pls follow the sign ! Outdoor seating did not caused covid cases surge ! Why don't we close MB Target since those caused covid cases ! Now people will be gatherings indoor which will caused more cases!!!!



**CITY OF MANHATTAN BEACH**  
CITY ENOTIFICATION

(310) 802-5000  
CityofManhattanBeach@citymb.info

**CITY OF MANHATTAN BEACH** 1400 Highland Avenue Manhattan Beach, CA 90266  
Office Hours: M-Th 7:30 AM-5:30 PM | Fridays 7:30 AM-4:30 PM | Not Applicable to Public Safety  
Reach Manhattan Beach Here for you 24/7, use our click and fix it app  
Download the mobile app now



## Martha Alvarez

---

**From:** Jane Tournat <janetournat@gmail.com>  
**Sent:** Tuesday, January 5, 2021 5:32 PM  
**To:** List - City Council  
**Subject:** [EXTERNAL] Stanford Doctor on science and shutdowns

**CAUTION:** This Email is from an EXTERNAL source. Ensure you trust this sender before clicking on any links or attachments.

Hello Council Members -

Please see the attached article by Jay Bhattacharya, Professor of Medicine at Stanford University:

“A Sensible and Compassionate Anti-COVID Strategy”! This is the  
link: <https://imprimis.hillsdale.edu/sensible-compassionate-anti-covid-strategy/>

Thank you for all that you do for our city. Wishing you health and wisdom in 2021!

Thank you,

Jane

## Martha Alvarez

---

**From:** Scott C. Chambers <mbchambers4@roadrunner.com>  
**Sent:** Tuesday, January 19, 2021 4:01 PM  
**To:** List - City Council  
**Subject:** [EXTERNAL] Covid -19 and the parklets

**CAUTION:** This Email is from an EXTERNAL source. Ensure you trust this sender before clicking on any links or attachments.

Dear C.C. Last Sunday I abanded my beloved city and headed south to Redondo just to enjoy a lunch outside with my wife. I noticed on the way that Hermosa promenade was open also for business. What does there C.C.M. know that we don't? I ended up in the Riviera Village with I'm sure other residents from our town. I felt like I betrayed Manhattan Beach for spending my money out of our town. I can't express the emotion I felt from the simple pleasure of eating outside with other people laughing and enjoying themselves. Everyone was 6 feet apart to be sure! The restaurants /businesses in Manhattan Beach deserve better. And so do the residents. We need a plan to reopen. We need to follow the science. UCLA has several out now. When we were open during the summer no deaths! Being closed more deaths. Seems clear what the county is doing is not working.

Regards,  
Scott C. Chambers

Sent from [Mail](#) for Windows 10

## Martha Alvarez

---

**From:** Tabula Rasa Essentials <tabularasamb@gmail.com>  
**Sent:** Tuesday, January 19, 2021 3:36 PM  
**To:** List - City Council  
**Cc:** Jill Lamkin; Mike Simms; Kelly Stroman; Michael Zislis  
**Subject:** [EXTERNAL] Fwd: Traffic

**CAUTION:** This Email is from an EXTERNAL source. Ensure you trust this sender before clicking on any links or attachments.

Dear Mayor Hadley, City Council, et al:

Per the attached video, we should all be so excited about all the visitors to our downtown this weekend, right? There was a constant parade of vehicles on Manhattan Avenue, and I suspect all of downtown through the holiday weekend. Parking spaces were full each day. Wonderful, right? Businesses are thriving, right? Potential shoppers, right? Sadly, wrong! When you have the experience of operating a small business, employing local staff, managing inventories and payables, and nurturing a customer base to create a successful and viable business, the devastation we feel on every level throughout this pandemic is palpable. It touches every aspect of the way we think, strategize, care, dream and make critical decisions. This weekend was another punch. Our brick and mortar foot traffic was down almost 40% to the same weekend last year. Some may have been more successful, some less - and it hurts.

Taking up every bit of parking available exactly as we see during our busiest beach months as they head directly towards the ocean were beachgoers. Perhaps for the restaurants offering take out, they were fortunate and garnered great sales. Retail was quiet. An ongoing concern surfaced again. Can people who want to shop get to us? We had a resolution last summer. Let's not forget to revisit as we quickly move into the spring and summer seasons, when we know these visitors are not here supporting businesses.

The closure of outdoor public seating and dining continues to have highly consequential losses for our businesses and yet there is still no evidence to show dining outdoors spreads COVID. Earlier today, our DBPA board forwarded to you results from a survey conducted last week. We need safe, specific, sustainable procedures to reopen our businesses - most notably our restaurants, but just as important, our service businesses too. We have now operated for 10 full months at 20-25% capacity, with many of our businesses closed for some if not all of these months. Our expenses are mounting. Your brick and mortar businesses urgently need your guidance and support. Please help.

Thank you for your time.

Maureen McBride - Owner, Tabula Rasa Essentials  
Board Member - DBPA



Tabula Rasa Essentials

[310-318-3385](tel:310-318-3385) | 919 A Manhattan Ave. Manhattan Beach CA 90266 | [hello@tabularasaessentials.com](mailto:hello@tabularasaessentials.com) | [www.tabularasaessentials.com](https://www.tabularasaessentials.com)



[Download Attachment](#)  
[Available until Feb 18, 2021](#)

[Click to Download](#)

IMG\_5843.MOV  
0 bytes



## Martha Alvarez

---

**From:** robertbush dslextreme.com <robertbush@dslextreme.com>  
**Sent:** Tuesday, January 19, 2021 1:33 PM  
**To:** robertbush @dslextreme.com  
**Cc:** robertbush @dslextreme.com; nhersman; Steve Napolitano; Richard Montgomery; Suzanne Hadley; Hildy Stern; Joe Franklin; Bruce Moe; Quinn Barrow; List - City Council; mmatthews; kkomatinsky; bfournell; jfenton; speel; cgraves; jboxer; rideformbef; vic law1; jfenton; jcocran  
**Subject:** [EXTERNAL] MBUSD - BEST CALIFORNIA LAWMAKERS - WORST

**CAUTION:** This Email is from an EXTERNAL source. Ensure you trust this sender before clicking on any links or attachments.

**MBUSD – BEST (Superintendent Mike Matthews, principals, teachers and students) but are penalized by low funding and incompetent lawmakers.**

**California Lawmakers – WORST California’s EDD Fraud Could Top \$8 Billion and go down in history as one of the biggest demonstrations of big government incompetency in the history of California.**

**[Manhattan Beach Unified School District \(MBUSD\) is denied money because of programs like EDD Fraud, Homelessness, \\$1 billion Chinese Masks and COVID-19 Pandemic.](#)**

The [Manhattan Beach Unified School District](#)'s school board approved \$3.6 million in reductions for the coming school year, a move that board members said was both painful and necessary.

The reductions would span across elementary and secondary schools, affecting both classified and certificated employees. In almost every case, programs were trimmed back rather than being eliminated entirely, in the hopes that they would be able to be restored at a later time.

**The largest cut involved reducing staffing for enrollment by 11 full-time equivalent employees, resulting in \$1.1 million in savings. (This reduction is one that the district would need to take anyway because of decreasing enrollment.)**

**MBUSD has long been caught in a structural funding trap. The district is one of the lowest-funded in the state, based on property tax calculations made through Prop. 13 in the 1970s. Additionally, it receives the second lowest amount of funding in L.A. County through California's Local Control Funding Formula, which provides supplemental dollars for students who are English language learners, foster youth, or free and reduced lunch recipients.**

**School bonds that Manhattan Beach residents approved: Measure BB - \$67 million for renovation of Mira Costa High School, Measure EE - \$39 million for new gym and Measure C - \$114 million for Elementary and Pre-school. Total \$220 million.**

**Measure MB – annual \$225 parcel tax (\$2.6 million/year for next six years - \$15.6 million total) Revenues from the parcel tax, which would assess each property owner \$225 in each of the next six years, would go toward teacher salaries and core curriculum including science, technology, engineering and math (STEM) as well as music and art programs.**

**Manhattan Beach Education Foundation contributes \$6 million annually.**

**An Information Coverup: New Study Says California's EDD Fraud Could Top \$8 Billion**

**by Robert Bush**

**Unemployment insurance fraud in the state could top \$8 billion, according to a new study from the California Center for Jobs and the Economy.**

**According to the report, billions of dollars in taxpayer funded benefits have gone to people who fraudulently filed claims and collected benefits, while many others have been unable to get much-needed financial relief.**

California's employment department uses computers more than 30 years old with 60-year-old software. This is one reason why taxpayers may be on the hook for \$8 billion in fraudulent unemployment benefits.

Those who fraudulently received benefits include a person claiming to be US Senator Dianne Feinstein, and those who filed benefits using the names of incarcerated felons serving murder sentences. Fraudulent benefits were also paid to a 120-year-old man, to an eight-year-old girl, and to a hard-working one-year-old infant, who received \$648 in monthly benefits. Benefits were paid to 80 individuals at the same address, and a rapper bragged on YouTube about swindling the system for \$1.2 million. Over \$1 billion was paid out to people living outside of California.

**"I think this is going to go down in history as one of the biggest demonstrations of big government incompetency in the history of California," Assemblyman Jim Patterson, R-Fresno, said.**

**A previous investigation by CBS Los Angeles' David Goldstein found [children as young as 1-year-old collecting benefits](#) — with claims filed on their behalf stating that they were unemployed actors or fashion models.**

**Patterson said he believes the California Employment Development Department was not being truthful about the extent of the fraud.**

**"I think this is rising to the level of not only a rat's nest of incompetence, it is rising now to, essentially, an information coverup," he said.**

**Assemblywoman Cottie Petrie-Norris, D-Newport Beach, said she was introducing a bill to have EDD crosscheck the names of inmates with those receiving benefits after a group of prosecutors found at least \$400 million in fraudulent claims filed on behalf of people who were incarcerated.**

**"It's completely unacceptable and completely horrifying," she said.**

Some of those benefits have even been paid out in the name of [convicted murderers like Scott Peterson](#), whose name was used to collect weekly benefits. His identity was confirmed using a driver's license that expired in 2004.

"Ensuring that we check our unemployment insurance claims against prison records, ensuring that we're not verifying IDs that expired 15 years ago — those are really easy," Petrie-Norris said. "Those are easy things to get right."

A request for comment from EDD was not immediately returned.

In September, [EDD shut down for two weeks](#) to overhaul its system, but lawmakers said the changes were not enough to prevent ongoing fraud.

## Martha Alvarez

---

**From:** Doug Carstens <dpc@cbcearthlaw.com>  
**Sent:** Tuesday, January 19, 2021 11:57 AM  
**To:** Darryl Franklin; List - City Council  
**Cc:** Bruce Moe; Liza Tamura; Carrie Tai, AICP; Ted Faturros  
**Subject:** [EXTERNAL] RE: MB Poets Appeal re 600 S Sepulveda Hotel Development

**CAUTION:** This Email is from an EXTERNAL source. Ensure you trust this sender before clicking on any links or attachments.

Honorable Mayor, Councilmembers, and City Staff,

On behalf of MB Poets, we respectfully request that Appellant MB Poets be able to present their appeal first at today's City Council hearing.

We have conferred with the attorney for the other appellant, UNITE HERE Local 11, and they do not oppose our request that MB Poets be allowed to present first.

We also incorporate all of the comments and supporting evidence of UNITE HERE Local 11 by reference in our appeal.

Thank you for your consideration.

Best Regards,

Douglas P. Carstens

Chatten-Brown, Carstens & Minter, LLC

2200 Pacific Coast Highway, Suite 318

Hermosa Beach, CA 90254

Phone: (310) 798-2400 x 1

Fax: (310) 798-2402

[www.cbcearthlaw.com](http://www.cbcearthlaw.com)

---

**From:** Darryl Franklin <[600sepulvedacommunity@gmail.com](mailto:600sepulvedacommunity@gmail.com)>

**Sent:** Monday, January 18, 2021 11:12 PM

**To:** List - City Council <[CityCouncil@citymb.info](mailto:CityCouncil@citymb.info)>

**Cc:** Doug CARSTENS <[dpc@cbcearthlaw.com](mailto:dpc@cbcearthlaw.com)>; [bmoe@citymb.info](mailto:bmoe@citymb.info); [ltamura@citymb.info](mailto:ltamura@citymb.info); [ctai@citymb.info](mailto:ctai@citymb.info); Ted Faturros <[tfaturros@citymb.info](mailto:tfaturros@citymb.info)>

**Subject:** MB Poets Appeal re 600 S Sepulveda Hotel Development

To all concerned:

Please find attached the MB Poets revised appeal report.

The revised appeal report provides staff-report rebuttals from transportation engineer Craig Neustaedter, ABC expert Lauren Tyson and acoustic expert Steve Rogers.

Please note that staff did not challenge architect Michael Rendler's substantiation of Planning Commissioner Richard Thompson's statement that the north stair will generate additional demand on the already underparked subterranean garage. Consequently, staff apparently agrees with MB Poets on this issue. It may also be the case that the north stair access into the hotel lobby provides strong circumstantial evidence that

the developer knows he doesn't have enough parking and is building in access to someone else's property so his guests who have to park off site can get into the hotel.

With regards to parking, City staff has approved modeling the development as a business hotel, which has low parking-demand. A City study, *Manhattan Beach Hotel Market Analysis*, establishes that the project hotel will, based on room rate charges, rank in the top-five of the City's hotels. For the business-hotel model, staff has approved a parking rate of 0.64 vehicles per room on weekends, whereas the City market-analysis study establishes that the hotel should be modelled at 1.55 spaces per room rate. Consequently, staff has approved hotel peak-parking at 147 spaces less than the requirement of their own study.

Our report also touches on the City's history with mitigating the adverse impacts of The Downtown Shade Hotel. That hotel and the proposed development closely resemble each other, with outdoor alcohol-serving areas within 200 feet of residences. During many public hearings in 2009-2014, the city conditioned Shade with severely-limited operating hours and substantial physical noise mitigation measures. The City's failure to apply these lessons-learned to this proposed development provides substantial evidence that adverse environmental impact will result and that mitigation will be required.

I, and the other residents opposing the finding that this proposed development is eligible for a Sec 32 CEQA exemption, look forward to the hearing tomorrow and addressing the City Council in person.

Please confirm receipt of the revised appeal report.

Yours truly

Darryl Franklin on behalf of MB Poets

(1) 818 231 1182 (-8hrs GMT)

This electronic message may contain privileged and confidential information and is intended only for the use of the person(s) to whom it is addressed. If you are not the addressee, the duplication, disclosure or other use of this message and its contents are prohibited by applicable law. If you have received this message in error, please advise me by reply email to this message then please

## Martha Alvarez

---

**From:** Betty Freitag <betty.freitag2155@protonmail.com>  
**Sent:** Tuesday, January 19, 2021 11:31 AM  
**To:** List - City Council  
**Cc:** Tom Freitag  
**Subject:** [EXTERNAL] Reopen outdoor dining

**CAUTION:** This Email is from an EXTERNAL source. Ensure you trust this sender before clicking on any links or attachments.

Dear Mayor and Council members,

We are in favor of reopening the downtown dining areas to allow restaurant patrons to eat there again. There is not and never has been any rationale to closing the outdoor dining areas. Killing businesses and livelihoods is not in the best interest of our city.

Thank you all for considering our views,

Tom and Betty Freitag

Sent from ProtonMail Mobile

## Martha Alvarez

---

**From:** Adam Goldston <adamgoldston1@gmail.com>  
**Sent:** Tuesday, January 19, 2021 11:29 AM  
**To:** List - City Council  
**Subject:** [EXTERNAL] Advocating for Re Opening Parklets

**CAUTION:** This Email is from an EXTERNAL source. Ensure you trust this sender before clicking on any links or attachments.

Council:

As you consider reopening our Parklets, I am sure you are paying attention to the many conversations regarding indoors versus outdoor transmission rates, effectiveness of lockdowns (UCLA's recent study, equivalency of FL v. CA), politics versus science and much more.

Other than a few counties in California, outdoor dining is not even a conversation. The conversation in the rest of the country surrounds limitations on indoor dining. 25%? 50%? 75%? The LA County Department of Health has successfully distracted us with this absurd conversation. Until cause and effect is scientifically concluded from outdoor dining, and costs assessed, there is no public safety argument.

The County's unabashed actions show insolence towards the Judicial branch. The only reason we're not eating outdoors is that the County's lawyers are clever. Perhaps excerpts from Los Angeles County Superior Court Judge James Chalfant's California Restaurant Association decision can help form your opinions:

- "By failing to weigh the benefits of an outdoor dining restriction against its costs, the county acted arbitrarily and its decision lacks a rational relationship to a legitimate end."
- "The balance of harms works in petitioners' favor until such time as the county concludes after proper risk-benefit analysis that restaurants must be closed to protect the healthcare system."
- The county has presented "generalized evidence" of transmission risk from outdoor dining."
- The county's assertion that the virus can be spread in restaurants by patrons spending extended periods of time without masks "only weakly supports the closure of outdoor restaurant dining, because it ignores the outdoor nature of the activity, which the CDC (U.S. Centers for Disease Control and Prevention) says carries only a moderate risk, and less with mitigations."
- The county "could be expected to consider the economic cost of closing 30,000 restaurants, the impact to restaurant owners and their employees and the psychological and emotional cost to a public tired of the pandemic and seeking some form of employment in their lives."

Outdoor dining should be encouraged. I hope this Council ignores the fact-less trope of there being a public safety issue.

Thank you.  
Adam Goldston  
29-year resident

--  
Adam Goldston  
[AdamGoldston1@gmail.com](mailto:AdamGoldston1@gmail.com)  
310-880-5691



## Martha Alvarez

---

**From:** Charles Southey <charlessouthey@aol.com>  
**Sent:** Tuesday, January 19, 2021 10:46 AM  
**To:** List - City Council  
**Subject:** [EXTERNAL] Open the Parkletts Please

**CAUTION:** This Email is from an EXTERNAL source. Ensure you trust this sender before clicking on any links or attachments.

Dear Council,

I am writing to ask you to please open the Parkletts. Let the restaurants keep them sanitary if the city doesn't or can't staff them. The restaurants have done an excellent job keeping them safe and clean!

<https://www.nbclosangeles.com/news/local/coronavirus-covid-19-construction-workers-professions-infected-los-angeles/2482626/?fbclid=IwAR3FHcqAmUr3R11T2faftHmgS-MhF0cx2BOPOxSGMWx4GAZUksmQDNZ-K0w>

"I'm concerned that public health interventions push people indoors and close outdoor venues ... I think there is increasing evidence now that outdoor activities are safe,"- Dr. Jeff Klausner of UCLA School of Public Health

Thanks for your consideration,

Charles Southey

## Martha Alvarez

---

**From:** CityOfManhattanBeach@citymb.info on behalf of City of Manhattan Beach  
<CityOfManhattanBeach@citymb.info>  
**Sent:** Tuesday, January 19, 2021 10:36 AM  
**To:** List - City Council  
**Subject:** [EXTERNAL] Reopen public MB parklet Email contact from City of Manhattan Beach

**CAUTION:** This Email is from an EXTERNAL source. Ensure you trust this sender before clicking on any links or attachments.

Message submitted from the <City of Manhattan Beach> website.

**Site Visitor Name:** Eelean Oh  
**Site Visitor Email:** Eelean@rochelson.com

Hi, pls consider to reopen our MB parklet to save our local mom and pop shops and small businesses ... pls follow the science. Covid cases still going up since closing our Parklets telling us they did not contribute covid surge. Why punish them while still let Target and Gelson's running as usual when they have outbreaks ? Pls take a drive looking around other beach cities and El Segundo .... parklets are everywhere . There are pics to proof.

Thank you



### CITY OF MANHATTAN BEACH

CITY NOTIFICATION

(310) 802-5000  
CityofManhattanBeach@citymb.info

**CITY OF MANHATTAN BEACH** 1400 Highland Avenue Manhattan Beach, CA 90266  
Office Hours: M-Th 7:30 AM-5:30 PM | Fridays 7:30 AM-4:30 PM | Not Applicable to Public Safety  
Reach Manhattan Beach Here for you 24/7, use our click and fix it app  
Download the mobile app now



## Martha Alvarez

---

**From:** CityOfManhattanBeach@citymb.info on behalf of City of Manhattan Beach  
<CityOfManhattanBeach@citymb.info>  
**Sent:** Tuesday, January 19, 2021 10:36 AM  
**To:** List - City Council  
**Subject:** [EXTERNAL] Reopen public MB parklet Email contact from City of Manhattan Beach

**CAUTION:** This Email is from an EXTERNAL source. Ensure you trust this sender before clicking on any links or attachments.

Message submitted from the <City of Manhattan Beach> website.

**Site Visitor Name:** Eelean Oh  
**Site Visitor Email:** Eelean@rochelson.com

Hi, pls consider to reopen our MB parklet to save our local mom and pop shops and small businesses ... pls follow the science. Covid cases still going up since closing our Parklets telling us they did not contribute covid surge. Why punish them while still let Target and Gelson's running as usual when they have outbreaks ? Pls take a drive looking around other beach cities and El Segundo .... parklets are everywhere . There are pics to proof.

Thank you



### CITY OF MANHATTAN BEACH

CITY NOTIFICATION

(310) 802-5000  
CityofManhattanBeach@citymb.info

**CITY OF MANHATTAN BEACH** 1400 Highland Avenue Manhattan Beach, CA 90266  
Office Hours: M-Th 7:30 AM-5:30 PM | Fridays 7:30 AM-4:30 PM | Not Applicable to Public Safety  
Reach Manhattan Beach Here for you 24/7, use our click and fix it app  
Download the mobile app now



## Martha Alvarez

---

**From:** Christine Mercer <lexismom.cm@gmail.com>  
**Sent:** Tuesday, January 19, 2021 9:39 AM  
**To:** List - City Council  
**Subject:** [EXTERNAL] FW: City Council Meeting January 19, 2021 - 21-0007 Public Hearing De Novo to Consider a Master Use Permit - 600 S. Sepulveda

**CAUTION:** This Email is from an EXTERNAL source. Ensure you trust this sender before clicking on any links or attachments.

January 19, 2021

City Council  
City of Manhattan Beach  
1400 Highland Ave.  
Manhattan Beach CA 90266

Re: 21-0007 Public Hearing De Novo to Consider a Master Use Permit for a New 162-Room, 81,775 Square-Foot Hotel with Full Alcohol Service for Hotel Patrons and A New 16,348 Square-Foot Retail and Office Building; and Reduced Parking with 152 Parking Spaces at 600 S. Sepulveda Boulevard

Dear Mayor, Mayor Pro Tem, and City Council Members,

My husband and I are 25-year residents of the Poets section, directly east of the planned development. We are opposed to the hotel and mixed used development plans as currently proposed. We support the MB Poets appeal and request a proper environmental review be conducted prior to approval of the Master Use Permit.

I understand the need to develop the property and the desired revenue for the city. I welcome a new appropriate neighborhood development that we could patronize. However, I have concerns of the size and the density of the project as currently proposed. I am concerned that the reduced parking for the project is inadequate and will overflow to the neighborhood streets and the increased traffic will result in safety issues in and around the neighborhood.

How can an accurate determination of reduced parking and traffic studies be evaluated based on many assumptions and unknowns? How can an environmental review be deemed exempt based on these studies?

- Retail and Office space occupants have not been determined, though a Yoga studio, bank, grocery store, and coffee shop have been mentioned as potential tenants which would not accommodate the 'shared parking' calculation in the parking study.
- Non-hotel guests expected to utilize dining and bar and lounge services are not included in the parking study.
  - The Class 32 Categorical Exemption Evaluation Report states 'Although intended primarily for hotel guest use, the rooftop bar, lounge, and deck would be open to the public.'
  - How do you keep those patrons from parking in the residential neighborhood in order to avoid parking fees?
- Parking is already at a premium on Tennyson street with multi-unit residences, Mira Costa students and Journey of Faith congregants. We already have drivers who block our driveways and move our trash receptacles in order to park.
- The report states that there will be signage discouraging hotel parking in the residential neighborhood. How will that be enforced?
- We request that the city implement a Poets neighborhood Parking by Permit only policy and enforce it.

The Traffic Impact Study found that all study intersections would continue to operate at an acceptable Level of Service in the midday and evening peak hours, except for 3 intersections, including Sepulveda at Tennyson, which is already operating at an unacceptable level.

- Since Sepulveda at Tennyson is already operating at an unacceptable level, is it acceptable to increase the level of unacceptability?
- Attempting to turn left onto Sepulveda southbound is extremely difficult due to heavy traffic volume, traffic speed and visibility on Sepulveda Blvd.
- Turning right onto Sepulveda northbound is difficult and dangerous due to the traffic volume, traffic speed and visibility. The visibility is impaired due to the curvature of Sepulveda Blvd.
- During the 25 years we have lived on Tennyson Street, we have heard and seen numerous accidents at and near this intersection.

The Traffic Study stated *'Traffic impacts to the residential neighborhood directly east of Chabela are eliminated entirely by existing permanent street barricades on Tennyson to the east of Chabela and on Shelley to the east of Chabela.'*

- Though street barricades exist on both Tennyson and Shelley to the east of Chabela, other neighborhood streets, including Chabela, Keats, Kuhn and Longfellow will be impacted. Vehicles cut through the neighborhood to avoid Sepulveda at Tennyson which is difficult and dangerous due to the traffic volume, traffic speed and visibility.
  - Perhaps hotel patrons will bypass the neighborhood streets, however, office employee and retail customers who become familiar with the neighborhood will travel the residential streets to avoid Sepulveda.
- Prior to COVID, we had already experienced speeding golf carts on Chabela transporting Skechers' employees to and from the 600 S. Sepulveda parking lot to the Skechers' offices both east and west of Sepulveda.
- Pedestrians and vehicles will be at further risk with the increase in traffic generated by the proposed development. I regularly walk the neighborhood and worry of the increased traffic. Prior to COVID, it had always been challenging to be a pedestrian during the morning rush of Mira Costa student drop offs and students searching for parking on the neighborhood streets.

I am disturbed by the Planning Commission's Resolution stating that *'The uses will not adversely impact or be adversely impacted by nearby properties. Any potential impacts associated with the proposed uses are minimized by the conditions of approval, as well as the physical distance between the use's location and most residents in nearby blocks, with Chabela Drive, Sepulveda Boulevard, other large commercial structures, fences, and landscaping providing physical separation between the project site and many neighboring structures.'*

- A four-story, forty-foot structure directly on the westside of Chabela is not an adequate physical distance from homes along east Chabela.
- The Planning Commission attempted to justify neighborhood privacy issues with the following:
  - *'...large, mature trees are located in the backyards of the homes along Chabela Drive that offer additional privacy to these homeowners'*
  - *'The homes along Chabela Drive are one-story structures, and the line-of sight diagram shows that the future redevelopment of these properties into two-story structures that are built to the maximum 26-foot height limit will also have a significant effect in obscuring fourth-floor hotel patron's views of the residential properties to the east of the hotel.'*
- Other Manhattan Beach hotels are not 40-feet tall and are set back from the residential areas, reducing negative impacts to the surrounding neighborhoods. Hotel room windows do not face the residential neighborhoods.

In closing, I respectfully request that the City Council resolve to require an environmental review prior to approving the Master Use Permit.

Thank you in advance for your consideration.

Sincerely,

Christine Mercer  
1151 Tennyson Street  
Manhattan Beach CA 90266

## Martha Alvarez

---

**From:** Rachelle Sanger <rachelleks@yahoo.com>  
**Sent:** Tuesday, January 19, 2021 9:16 AM  
**To:** List - City Council  
**Subject:** [EXTERNAL] Outdoor dining

CAUTION: This Email is from an EXTERNAL source. Ensure you trust this sender before clicking on any links or attachments.

Dear Mayor Hadley and Council Members,

As a long time resident of Manhattan Beach it's very concerning to see the decline in our local businesses. We plead with you to reopen outdoor parklets (at the very least) and to also get full outdoor dining open ASAP. If outdoor dining was unsafe, our Covid numbers would be going down. This is not sustainable for businesses and keeping things closed is just forcing more people indoors where we do know the likelihood of the virus spreading is greater.

I fear our downtown will be unrecognizable if this continues.

Our restaurants have complied and supported what has been asked of them. It is now time for us to show our support for them and their staff.

Thank you for your time.

-Rachelle Sanger

## Martha Alvarez

---

**From:** Alex Beinfield <ab@aurmedis.com>  
**Sent:** Tuesday, January 19, 2021 6:57 AM  
**To:** List - City Council  
**Subject:** [EXTERNAL] RE: Divided council

**CAUTION:** This Email is from an EXTERNAL source. Ensure you trust this sender before clicking on any links or attachments.

Dear Council –

Specifically Council Members

- **Napolitano, Montgomery, and Stern** –

I want to voice passionate support for the re-opening of outdoor dining activities at our local restaurants without further delay.

First, can we use common sense? Why can I go hang out in Vons for two hours but not eat something in the open beach air outside?

Second, there's now more than enough evidence to suggest that lockdowns and shutdowns do literally NOTHING to ameliorate the virus spread. However, it is quite obvious what they do to small businesses. Have you seen the study published in Newsweek? As people that are voting to shut-down other people's livelihoods and impair the well-being of our once vibrant downtown, there is a moral imperative that you read [this](#).

Third, and this goes for the two gentlemen named above, you both had our support in November because I thought that you would stand in opposition to further business crippling lockdowns. Clearly, my wife and I misunderstood your position.



Sent from [Mail](#) for Windows 10

---

**From:** [Alex Beinfield](#)  
**Sent:** Wednesday, May 20, 2020 7:30 PM  
**To:** [citycouncil@citymb.info](mailto:citycouncil@citymb.info)  
**Subject:** RE: Divided council



Is NYC going to “reopen” before Manhattan Beach? Tomorrow’s NYPost:



Sent from [Mail](#) for Windows 10

---

**From:** [Alex Beinfield](#)

**Sent:** Wednesday, May 20, 2020 3:39 PM

**To:** [citycouncil@citymb.info](mailto:citycouncil@citymb.info)

**Subject:** Divided council

Nancy –

You’re the only council person to not respond to any of my emails. Just so you know – the below article sure reads to me like the pending death of MB downtown is something that you specifically will have to defend. What’s so tragic is that all of this is 100% unnecessary and history will show that to be true. Why is this such a partisan issue? Why do **Democrats** not want the towns, cities, states and country to open? Is it really about health and “science”? Here’s some [science](#) based data: in the state of PA, there have been more COVID deaths among those 100+ years old than 45 years old or under and over half of the deaths are in nursing homes?

So why are we killing our town? Show me science and data to prove that killing the town is worth it? In fact, I can show you considerable evidence that it is not worth it and have done so at length for weeks.

<http://www.digmb.com/2020/05/20/315796/manhattan-beach-businesses-rally-to-re-open-council-backs-effort-to-sway-l-a-county>

### Four Most Populous States by the Numbers



State	California	Texas	Florida	New York
Population	40,000,000	29,500,000	22,000,000	19,500,000
State Income Tax	13%	0%	0%	8%
State Budget	In Debt \$54 Billion	Balanced	Balanced	In Debt \$6.1 Billion
Covid19 Cases	69,382	41,048	41,923	336,681
Covid19 Deaths	2,847	1,133	1,779	27,282
Mortality Rate	0.0071%	0.0038%	0.0081%	0.1399%
Business Open:				
Dine In Restaurants	No	Yes	Yes	No
Salons/Barbers	No	Yes	Yes	No
Churches	No	Yes	Yes	No
Gyms	No	No	No	No

Sincerely,  
Alex

Sent from [Mail](#) for Windows 10

## Martha Alvarez

---

**From:** Debbie C <charltondeb@gmail.com>  
**Sent:** Monday, January 18, 2021 7:44 PM  
**To:** List - City Council  
**Subject:** [EXTERNAL] Please consider re-opening outdoor seating in MB

**CAUTION:** This Email is from an EXTERNAL source. Ensure you trust this sender before clicking on any links or attachments.

Dear MB City Council,

The beginning of 2021 has not gotten off the start that we all hoped for.... COVID cases continue to climb in the South Bay cities, local businesses struggle, schools are back to online learning, etc. While the vaccine rollout offers much hope, that too, has gotten off to a rocky start in LA (but I remain very hopeful).

As a whole, our community has tried to do many "right" things from the beginning of the pandemic -- recommending / requiring mask wearing in public, social distancing, hand sanitizing, etc. But I am writing to ask that one decision be reversed; **please reinstate outdoor seating in MB.**

Being outside is healthy, invigorating and a huge mental boost. Allowing outdoor seating in downtown MB and in north MB does not encourage large gatherings or super spreader events; rather it encourages and promotes mental health. The outdoor seating in MB was orderly and effective. People respected the boundaries of the outdoor seating as well as the spacing guidelines. Local restaurants benefited by the outdoor seating; please continue to support these businesses by re-opening outdoor seating.

Thank you for your consideration.

Debbie Charlton  
MB Resident

## Martha Alvarez

---

**From:** Allison Saba <allimsaba@gmail.com>  
**Sent:** Monday, January 18, 2021 7:21 PM  
**To:** List - City Council  
**Subject:** [EXTERNAL] Please open Parklets

CAUTION: This Email is from an EXTERNAL source. Ensure you trust this sender before clicking on any links or attachments.

Dear City Council,

Please vote to open city parklets. Our restaurants and retail cannot sustain much longer. We need to support our local businesses during this difficult time. Thank you for considering re- opening.

Sincerely,

Allison Saba

Sent from my iPhone

## Martha Alvarez

---

**From:** jim quilliam <jimquilliam@outlook.com>  
**Sent:** Monday, January 18, 2021 7:15 PM  
**To:** List - City Council; List - Planning Commission; List - PPIC  
**Subject:** [EXTERNAL] 21-0037 Ver 1 Construct and manage permanent outdoor dining parklets within the public right of way

**CAUTION:** This Email is from an EXTERNAL source. Ensure you trust this sender before clicking on any links or attachments.

**I am opposed to any permanent outdoor dining parklets within the public right of way.**

This would be permanently destroy our downtown community and would be an outlandish abuse of power in taking over and neglecting the public right of way in our city. Converting public spaces to the benefit of businesses and commercial property owners will endanger our city and MB community.

Jim Quilliam  
124 12<sup>th</sup> Street

## Martha Alvarez

---

**From:** Pat Cutler <ilovemahlermb@gmail.com>  
**Sent:** Monday, January 18, 2021 4:58 PM  
**To:** List - City Council  
**Subject:** [EXTERNAL] Open outdoor dining and parks

CAUTION: This Email is from an EXTERNAL source. Ensure you trust this sender before clicking on any links or attachments.

The City's restaurants have carried a huge financial burden as well as those working in restaurants. They have done everything the city has asked of them and are now safe places to dine. They should not be punished for taking all precautions asked for and more. I want the council to please look hard at the safety measures and let them reopen.

Patricia Cutler  
1824 Pacific Ave.  
M.B.

Sent from my iPhone

## Martha Alvarez

---

**From:** latharn drust <latharnldrust@gmail.com>  
**Sent:** Tuesday, January 19, 2021 5:20 PM  
**To:** Suzanne Hadley; Hildy Stern; Steve Napolitano; Richard Montgomery; Joe Franklin  
**Cc:** City Clerk  
**Subject:** [EXTERNAL] Hotel objection - redux  
**Attachments:** Latharn Objects.pdf; ATT00001.htm

**CAUTION:** This Email is from an EXTERNAL source. Ensure you trust this sender before clicking on any links or attachments.

To the Planners,

I want to share my objection, with the other residents, to this 'Manhattan Beach' hotel.

Also for the sketchy way we found out. What'd you give us, a few days? So not cool. And the developer brings his posse to sway the day - what's he had, 3 years to gather support? What's up with that?

Kind of sly how he made himself part of the group to raise the height limit. And he directly benefits. Way to stack the deck. Who ok'd that bit of questionable fiduciary. Didn't city of LA have a shameful dust up just like this in the recent past? 40'+ is a bit much. Skechers is 30'. Wouldn't it be more aesthetic for it not to tower over all its commercial brethren?

The scope is too ambitious, considering that lot, and that location. How many fatalities there? Any of you driven north off the light at Artesia and turned onto Tennyson? Try it - tricky. And we live here. Not even El Torito could make a go of the location.

Rooftop bar? On Sepulveda? I guess 'if we build it they will come'? Live music? How loud to drown out traffic. Solid proof the developer's got no love for the hood.

The windows facing east - and west - was a nice touch. Greedy much? No more fun in the sun for us. Or outdoor shower. Or nude sunbathing. Sigh. Everybody deserves their own little safe spot, no? How much shade will that thing throw, anyway? From that height - of course measured from the highest point on the lot - I wonder when they're not peekin' at us if they can see kids at that church school down the block. Also, what's the plan to keep the MC kids off the roof? "Security"? Good luck with that.

Really this is ridiculous - it's like, how many ways can we screw these residents. I'm not even gonna touch parking. And traffic. We can change the name from Poet's Section to Privacy Lost.

Ok, solution. Skechers parking structure - they'll need it sooner or later. Eventually they'll need another whole run like in Hermosa. In the meantime, do some great retail/restaurant project that the residents can use, and even get behind. Something more easily removed if it doesn't work. Instead of an oversized B-rate hotel crammed into an El Torito lot, consider the 2016 proposal you guys put out for a hotel, which btw was smaller than this behemoth. Patrons could actually walk to a mall and real restaurants. Without crossing a major road. And that parkview/village lot's still empty! What is it, 3 times the size of poor El Torito? Pass on this, build a beautifully landscaped 5 star hotel and really do the name 'Manhattan Beach Hotel' proud. Make it pretty (still not 40') and watch 'em roll in. Showcase piece. Highest occupancy, pricey rates, probably 5 star food too. what a draw.

Do right for the hood and give this a big thumbs down. Thank you. Latharn Drust



## Martha Alvarez

---

**From:** nancy best <coastwithclouds@yahoo.com>  
**Sent:** Tuesday, January 19, 2021 5:17 PM  
**To:** Suzanne Hadley; Hildy Stern; Steve Napolitano; Richard Montgomery; Joe Franklin  
**Cc:** City Clerk  
**Subject:** [EXTERNAL] 21-0007 objections  
**Attachments:** Letters to hearing 10.14.20 2.pdf

re: 600 S Sepulveda Blvd.  
Manhattan Beach, CA 90266  
(El Torito lot)

In lieu of a petition,

If you have any concerns/objections to this project for any reason,  
Please sign and print your name(s) below, including street address.  
Take a photo and email to below.

thank you

stopmbhotel@yahoo.com

Or take a photo and text to below.

310.963.9344

Name

Signature

Connie Sanchez

Connie Sanchez

Address

1141 Shelley St.  
Manhattan Beach, CA 90266

re: 600 S Sepulveda Blvd.  
Manhattan Beach, CA 90266  
(El Torito lot)

In lieu of a petition,

If you have any concerns/objections to this project for any reason,  
Please sign and print your name(s) below, including street address.  
Take a photo and email to below.

thank you

stopmbhotel@yahoo.com

Or take a photo and text to below.

310.963.9344

Name

Signature

Lauree Sincyr

Lauree Sincyr

Address

1150 Tennessee

re: 600 S Sepulveda Blvd.  
Manhattan Beach, CA 90266  
(El Torito lot)

In lieu of a petition,

If you have any concerns/objections to this project for any reason,  
Please sign and print your name(s) below, including street address.  
Take a photo and email to below.

thank you

stopmbhotel@yahoo.com

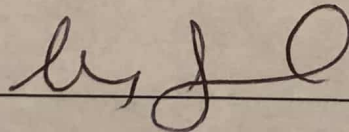
*Or take a photo and text to below.*

310.963.9344

Name

Signature

Tiffany Shiau



Address

438 Altura way

Manhattan Beach, CA 90266

re: 600 S Sepulveda Blvd.  
Manhattan Beach, CA 90266  
(El Torito lot)

In lieu of a petition,

If you have any concerns/objections to this project for any reason,  
Please sign and print your name(s) below, including street address.  
Take a photo and email to below.

thank you

stopmbhotel@yahoo.com

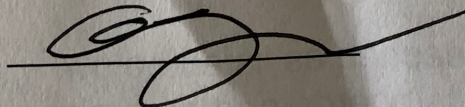
Or take a photo and text to below.

310.963.9344

Name

Signature

Alyne Kassardjian

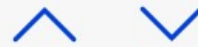


Address

438 Chabela Dr.



3 Messages  
the proposed hotel



My name is Russ Varon and i reside at 405 Altura Way, around the corner from the property in question. I respectfully object to this project as it will cause massive parking issues along our streets. We are already having problems with the Sketcher people parking on our street, on both sides and an emergency vehicle couldn't get through when they are parked. The added noise and obstruction of views and invasion of privacy to the nearby houses is a detriment. The proposed design is a complete overbuild for the property size aslo. I can be reached anytime via email or by phone, [310 993-2100](tel:3109932100). Thank you, Russ Varon

[See More](#)



re: 600 S Sepulveda Blvd.  
Manhattan Beach, CA 90266  
(El Torito lot)

In lieu of a petition,

If you have any concerns/objections to this project for any reason,  
Please sign and print your name(s) below, including street address.  
Take a photo and email to below.

thank you

stopmbhotel@yahoo.com

*Yes objections!*

Or take a photo and text to below.

*Johnny Cash: "Don't take my  
sunshine away"*

310.963.9344

Name

Signature

Seo Kim

*Seo Kim*

Address

*1100 Kensington*

## LATE PUBLIC COMMENT

Planning Commission- October 12, 2020

Item G: Master Use Permit- 600 S. Sepulveda Boulevard

From: Zan <olivethesprite@gmail.com>  
Sent: Wednesday, October 14, 2020 1:27 PM  
To: Ted Faturros <tfaturros@citymb.info>  
Subject: [EXTERNAL] Fwd: Poets Section Objections 2 pages 1 - 4

Begin forwarded message:

From: Zan <olivethesprite@gmail.com>  
Date: October 14, 2020 at 1:09:53 PM PDT  
To: MB planning <PlanningCommission@citymb.info>  
Subject: Poets Section Objections 2 pages 1 – 4



re: 600 S Sepulveda Blvd.  
Manhattan Beach, CA 90266  
(El Torito lot)

In lieu of a petition,

If you have any concerns/objections to this project for any reason,  
Please sign and print your name(s) below, including street address.  
Take a photo and email to below.

thank you

stopmbhotel@yahoo.com

Or take a photo and text to below.

310.963.9344

Name

Signature

DANA HESS

Dana Hess 10/8/2020

Derek Hess

Derek Hess 10/8/2020

Address

1160 Keats Street

MB, CA 90266

---

re: 600 S Sepulveda Blvd.  
Manhattan Beach, CA 90266  
(El Torito lot)

In lieu of a petition,

If you have any concerns/objections to this project for any reason,  
Please sign and print your name(s) below, including street address.  
Take a photo and email to below.

thank you

stopmbhotel@yahoo.com

Or take a photo and text to below.

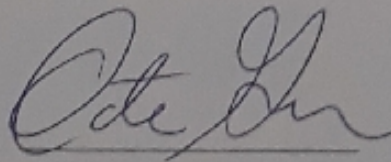
310.963.9344

Name

Signature

OCTAVIO  
GIRBAU

---



---

Address

1191 Shelley St.  
MB, CA

---

re: 600 S Sepulveda Blvd.  
Manhattan Beach, CA 90266  
(El Torito lot)

In lieu of a petition,

If you have any concerns/objections to this project for any reason,  
Please sign and print your name(s) below, including street address.  
Take a photo and email to below.

thank you

stopmbhotel@yahoo.com

Or take a photo and text to below.

310.963.9344

Name

Signature

Jennifer Solari

JHS

Address

1190 Keats

re: 600 S Sepulveda Blvd.  
Manhattan Beach, CA 90266  
(El Torito lot)

In lieu of a petition,

If you have any concerns/objections to this project for any reason,  
Please sign and print your name(s) below, including street address.  
Take a photo and email to below.

thank you

stopmbhotel@yahoo.com

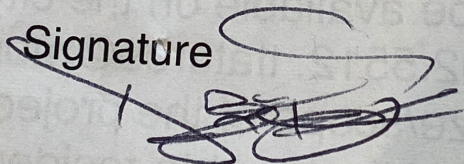
Or take a photo and text to below.

310.963.9344

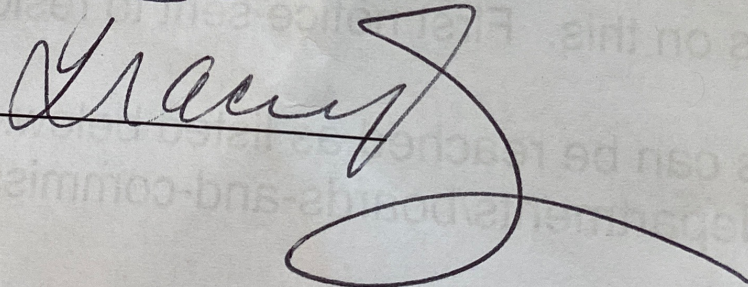
Name

JUANNE DENNIS

Signature



TRACEY DENNIS



Address

405 S. PROSPECT AVE. M.B.

## LATE PUBLIC COMMENT

Planning Commission- October 12, 2020

Item G: Master Use Permit- 600 S. Sepulveda Boulevard

From: Brian Clarke <brianclarke68@yahoo.com>

Sent: Wednesday, October 14, 2020 1:27 PM

To: List - Planning Commission <PlanningCommission@citymb.info>; Stewart Fournier <sfournier@citymb.info>; Richard Thompson <rthompson@citymb.info>; Joseph Ungoco <jungoco@citymb.info>; Benjamin Burkhalter <bburkhalter@citymb.info>; Gerry Morton <gmorton@citymb.info>; Richard Montgomery <rmontgomery@citymb.info>; Suzanne Hadley <shadley@citymb.info>; Hildy Stern <hstern@citymb.info>; Steve Napolitano <snapolitano@citymb.info>; Nancy Hersman <nhersman@citymb.info>; Carrie Tai, AICP <ctai@citymb.info>; Ted Faturos <tfaturos@citymb.info>

Subject: [EXTERNAL] Re: Master Use Permit-600 S. Sepulveda Boulevard

CAUTION: This Email is from an EXTERNAL source. Ensure you trust this sender before clicking on any links or attachments.

Dear Commission,

Please substitute the attached letter for the content of my previous email for today's meeting.

Thank you.

Sincerely,

Brian Clarke  
1501 Walnut Avenue  
Manhattan Beach, CA 90266  
(310) 629-4268

On Wednesday, October 14, 2020, 01:05:41 PM PDT, Brian Clarke <brianclarke68@yahoo.com> wrote:

## LATE PUBLIC COMMENT

Planning Commission- October 12, 2020

Item G: Master Use Permit- 600 S. Sepulveda Boulevard

October 14, 2020

Planning Commission

City of Manhattan Beach

1400 Highland Avenue

Manhattan Beach, CA 90266

Subject: Master Use Permit-600 S. Sepulveda Boulevard

Dear Commissioners,

I am writing as a life-long resident of Manhattan Beach and a concerned parent regarding the proposed construction of the new hotel at 600 S. Sepulveda Blvd.

I am very upset to hear that the City would consider approving such a large structure with so little public input or consideration to the impact to the surrounding residents. What notice were people given? How do you expect people to have the time to respond to this permit without time for residents of the City to understand how this project would impact property values, traffic, crime and parking?

With all the recent crime and traffic associated with hotels along Sepulveda Blvd., shouldn't the City consider how adding another hotel, especially one with so many rooms and so little parking, will adversely impact our City?

Why would they also consider allowing entertainment and alcohol sales so close to Mira Costa High School? Am I right in my understanding that the City is considering a rooftop lounge with live entertainment? Is that level of noise, intoxication and disruption really being considered directly adjacent to homes with families?

Aren't the streets in this area already so crowded and congested due to the Sketcher's Development and Retail? Isn't that why the City has had to make streets one-way or dead-end in this area. Isn't that do to already high levels of traffic over-burdening these residential streets?

This project will create a parking and traffic nightmare for the residents of this area and for families like myself whom have students attending Mira Costa High School. Hopefully soon, when in-person school resumes, how much more of a burden will this be for commuters and students to navigate this area?

Why wasn't an environmental impact study performed to better evaluate the short- and long-term impact of the construction and operation of this hotel on the community?

I am not opposed to development in this area, but this project is too large and too disruptive to rush through the approval process.

I urge the Commission to please postpone this decision to give residents time to digest the impacts this will have on their lives and give thoughtful comments back to the Commission.

Sincerely,

Brian Clarke

## LATE PUBLIC COMMENT

Planning Commission- October 12, 2020

Item G: Master Use Permit- 600 S. Sepulveda Boulevard

1501 Walnut Avenue  
Manhattan Beach, CA 90266

## LATE PUBLIC COMMENT

Planning Commission- October 12, 2020

Item G: Master Use Permit- 600 S. Sepulveda Boulevard

-----Original Message-----

From: Zan <olivethesprite@gmail.com>

Sent: Wednesday, October 14, 2020 1:30 PM

To: List - Planning Commission <PlanningCommission@citymb.info>; Ted Faturos  
<tfaturos@citymb.info>

Subject: [EXTERNAL] Suzanne letter 10.14

CAUTION: This Email is from an EXTERNAL source. Ensure you trust this sender before clicking on any links or attachments.



Hello Planners,

I found out last week there was a large development planned for 600 S. Sepulveda. Imagine my surprise it was a 162 room hotel - the same capacity as the Viceroy in Santa Monica. I received no notice before then, and had periodically googled the location without result. No knowledge of this, no time, and Covid. I request a 120 day continuance. We've had days to digest this. The developer has had years.

Our neighborhood, adjacent to the site, is quiet, peaceful, and well established. It includes Mira Costa and Pennekamp. Residents move here to stay here. These are forever homes.

The hotel will eliminate any peace, quiet, and privacy for those living nearby.

Setting aside the alarming panic I had upon hearing of this, I thought about how it will change my property, and my life.

In the morning I won't be able to open my blinds to dress, as there will be a 40x180 foot wall of windows watching. Do I want an audience for drinking coffee in my own backyard?

How will I work from home, with unwelcome live music wafting through my windows? How will I make calls when rowdy guests are stomping down the open stairway to underground parking, where their noise will be joined by car alarms, doors slamming, and patrons chatting on phones. Our neighborhood is flat and carries sound well. I am just steps away.

That pool I have my eye on - will I want to swim with a hotel watching? Solar panels may not get enough sun to heat the pool, since a 40' wall blocks afternoon sun drastically.

We are blessed with the perfect climate. I like to garden. Even that may become challenging when our yards, and homes, lose half the day's sun. I haven't given thought to potential reflections and glare in the morning.

I expect sleep will be an issue too, as a nonstop operation knows no down time. And the noise will be constant. How often can I call the police that there's too much noise?

How then do I enjoy the property that I worked my entire adult life for?

My home already feels vibrations from the existing construction across Sepulveda. At least that has an end date.

How does this project fit the needs of the residents, as stated in the developer's own plan? We will be impacted by smell, noise, congestion and loss of privacy, sun, air. An EIR would explore all of this.

The developer could not have come up with a project more detrimental to residents.

There is also the potential failure of the hotel to consider. And the inestimable loss of equity to our homes.

How does this preserve the existing character of the neighborhood - as stated in the city's housing element?

What happened to the land use element, which calls for maintaining the low profile development and small-town atmosphere of Manhattan Beach.

The General Plan expounds limiting height, protecting privacy of adjacent neighbors, reducing shading, protecting vistas. Developer plans on removing trees that have grown there a generation.

The city can't have it both ways. It can't claim to care about maintaining the characteristics that brought it high home values and a good reputation, while pandering to development with eyes only for monetization.

If the city works in conjunction with developers to rewrite code to specifically allow projects like this, the city should be held accountable to its residents. And purchase our properties. Then they can literally pave their way to the new vision they seek. Thank you.

Suzanne  
1140 Shelley

## LATE PUBLIC COMMENT

Planning Commission- October 12, 2020

Item G: Master Use Permit- 600 S. Sepulveda Boulevard

-----Original Message-----

From: nancy best <coastwithclouds@yahoo.com>

Sent: Wednesday, October 14, 2020 1:50 PM

To: List - Planning Commission <PlanningCommission@citymb.info>; Ted Faturos  
<tfaturos@citymb.info>

Subject: [EXTERNAL] MB Hotel Plan Comm 10:14:20.pdf

October 14, 2020

RE: 600 S. Sepulveda

Dear Planning Commission,

Since it is very difficult to visualize the size and building positioning on the lot, I request that the proposed project erect survey poles and flags to mark the rooflines. The community deserves to have this visual aid. I see this all over but sadly not in MB. This would go along way to promulgate the transparency that residents are seeking. I also request a 90 day moratorium on any further action by the commission in order for residents to review, fact check and formulate concerns over the proposed project. With the holidays, the pandemic and the lack of adequate time to review all materials this should be granted. We have had 1 day to review the materials that staff has been working on for years.

To begin, having lived on Shelley St. for many years, I am well aware of the projects that have tried to make a go of it at 600 S. Sepulveda. The issues vary from project to project however none managed to encompass as many hot button issues, while blithely stating that there will be little impact to the neighboring properties. This is an obvious case of manipulation of municipal code and the process that purports to include the residents as part of the process. I, along with several other residents never received any notices concerning the Sepulveda Initiatives. Convenient? As the logo depicts a string of 4 and 5 story structures in jolly colors, I would have remembered and am not amused by the depiction. It seems rather to have been a foreshadowing of what is planned. .

I am not aware of any other project being considered under the "new" municipal code. The appearance is that of having been amended to steamroll right over any objections that would have triggered an immediate EIR under the previous code. Increasing building height does have an impact. Too few parking spaces, apparently calculated under the new math, does have an impact. Looming over a quiet, family neighborhood does have an impact. Liquor and live music do have an impact. Adding several hundred (at minimum) trips into a poorly accessible lot does have an impact. Entering and exiting a driveway at the bottom of a hill coming off a blind curve does have an impact. This is akin to "The Emperor's New Clothes" saying it, doesn't make it so.

This is such an intrusive ill-conceived plan that I can only surmise that avarice is at the root. This is a beautiful city and a lovely community and we are all fortunate to live here. The general plan states "that our vision of tomorrow is to maintain a small-town community feel". To minimize cut through traffic in residential neighborhoods and provide adequate parking, maintain vibrant commercial areas that meet the desired needs of the community, provide a high level of public safety, safeguard picturesque vistas and protect existing trees, create a sense of community that bonds residents and provide parks and recreation areas. Well, having read that it seems I have entered the twilight zone, on the one hand utopia and on the other a life fraught with assaults on every sense, no semblance or peace or well being and that of being trapped - because face it, who will want to purchase these properties? What is our remedy? Will the city and developer provide compensation?

I received my little orange envelope on 10/3/20 (Sat) informing me of the Planning Commission

Public Hearing. On 10/5/20 I called Ted Faturos, Asst Planner, to get any info I could. He told me that additional material in the form of the Staff Report would be available late Thursday 10/7/20, or more likely Friday 10/8/20. He also told me that there should be no hold up with the permit as the request complied with the code. Hmm. First thing Friday, I accessed the city website and after spending a frustrating hour (that I will never get back), I called Ted - but wait, he wasn't in. The lovely receptionist was nice enough to find someone who could walk me through to the report. And there it was, not easy to find even once I knew where it was. Well, after reading and reading and reading, I realized that the amended code had been fashioned just for this project!!! This is alarming to say the least. Every single issue is couched in doublespeak that would be laughable if it weren't such a dire situation.

On Monday, 10/12/20, Columbus Day, my neighbor sent a letter to City Hall for the Wednesday meeting, and within 30 minutes got a text from the developer. I'm back in the twilight zone because city hall was closed for Columbus Day, how does a petitioner get info from Planning? Somehow he's got access that he shouldn't have. What is wrong with this picture? What else is compromised? I understand relationships are formed as people work together but . . . There are just too many questions here and they warrant looking into. If someone can view city emails or documents that is not a staff member just how secure is city hall? How transparent is this process. Are the residents being sold out?

I love this city as do most residents. I am unwilling get to roll over and allow the quality of our lives to be compromised and quite possibly destroyed. Please work together with us to mold a project that makes us all proud and not one that was born of a desire to maximize revenue at the expense of hardworking, taxpaying residents.

Thank you,

Nancy Best  
1140 Shelley St

## LATE PUBLIC COMMENT

Planning Commission- October 12, 2020

Item G: Master Use Permit- 600 S. Sepulveda Boulevard

From: rmcquillin@mcqcorp.com <rmcquillin@mcqcorp.com>  
Sent: Wednesday, October 14, 2020 1:53 PM  
To: Ted Faturos <tfaturos@citymb.info>  
Cc: List - Planning Commission <PlanningCommission@citymb.info>  
Subject: RE: [EXTERNAL] Today's meeting on MB Hotel - Patch not working

Thank you, Ted. I am getting set up to attend. In the event that I am not there in person, please include my comments:

"I live in Poet's Corner at 1281 Tennyson Street.

I didn't receive a notice of this project in the mail. I first received notice from a neighbor last Thursday.

I would like more time to study this proposal. It will affect our neighborhood immensely.

Right from the outset, one of my key concerns is traffic. We have had a temporary (and very unattractive) traffic barrier at Tennyson and Chabela for at least the twenty years I have lived here. If any new construction were to occur on this site, especially with retail, alcohol use, and transient occupants, a permanent and more attractive street enclosure would be essential to maintain the peaceful use, safety, and value of the homes on our street.

I also hope that any new property owner would understand the impact they would have on our neighborhood, become an accessible member of the community, and want help us to maintain the value and enjoyment of our community.

I would like to request a 120 day extension to review this information. Thank you."

Thank you,  
Richard McQuillin  
1281 Tennyson Street  
Manhattan Beach, CA 90266  
310-947-1759

## LATE PUBLIC COMMENT

Planning Commission- October 12, 2020

Item G: Master Use Permit- 600 S. Sepulveda Boulevard

From: K C <kathyclarke1141@gmail.com>

Sent: Wednesday, October 14, 2020 2:07 PM

To: List - Planning Commission <PlanningCommission@citymb.info>; Stewart Fournier <sfournier@citymb.info>; Richard Thompson <rthompson@citymb.info>; Joseph Ungoco <jungoco@citymb.info>; Benjamin Burkhalter <bburkhalter@citymb.info>

Cc: Richard Montgomery <rmontgomery@citymb.info>; Suzanne Hadley <shadley@citymb.info>; Hildy Stern <hstern@citymb.info>; Steve Napolitano <snapolitano@citymb.info>; Nancy Hersman <nhersman@citymb.info>; Carrie Tai, AICP <ctai@citymb.info>; Ted Faturros <tfaturros@citymb.info>

Subject: [EXTERNAL] Concerns about Proposed Hotel for 600 S. Sepulveda, Manhattan Beach

Dear Planning Commissioners,

My name is Kathy Clarke and I'm writing to you regarding the proposed hotel at 600 S. Sepulveda, Manhattan Beach (the old El Torito). I don't know all the laws and the ins and outs of city regulations but I wanted to show you the human impact this development will have. I want to put a face to our address so you know who you are impacting if this hotel is approved. Attached are pictures of my children and in the background of the picture, you can see the proximity of our house which is directly across the street from the proposed hotel property. I've been told that the 4 story hotel will be built right along Chabela directly across from my house. Due to the pandemic we are forced to homeschool our children, which has already created stress for my children. Building this massive construction 30 feet away from our home will only cause more stress in their lives and between the dust, noise and vibrations, it will make our home very hard to live in. Our house is already rattling from the Skechers construction across Sepulveda but now there will be 2 constructions going on at the same time. How are my kids going to do homeschooling during the construction noise, dust and the vibrations? Due to health concerns, we are not comfortable homeschooling outside of our home.

It is just too much and too large of a construction so close to homes.

Once the 4 story Hotel is completed, we will also have privacy issues because the hotel guests will be able to look directly into our backyard from their hotel room window.

In addition, I am told that the hotel will have their bar/balcony open until 1am. How are my elementary school aged children going to sleep when next door a bar/balcony is open until 1am? So please tell me, what will life be like for my children while you are building a massive hotel next door and how will they sleep when the hotel bar is in full swing with the noise, music and drunkenness going on directly across the street from them until 1 o'clock in the morning?

I ask you to reach deep into your hearts and really consider the environmental impact this project will create. I understand that the city can collect a lot more in taxes with a new hotel but it shouldn't be at the expense of its residents. I speak from a mother's perspective and there are many other families in this neighborhood with small children who probably will have a similar impact. I ask you to please delay this approval and do an independent environmental study to see how it will impact this quiet Poet

## LATE PUBLIC COMMENT

Planning Commission- October 12, 2020

Item G: Master Use Permit- 600 S. Sepulveda Boulevard

section community. I feel like this is the wrong location for this hotel and the wrong time to do such a large construction so close to families who are already dealing with the effects of a pandemic.



Warm regards,  
Kathy Clarke (Dylan and Henry's mom)  
310-956-9496



## LATE PUBLIC COMMENT

Planning Commission- October 12, 2020

Item G: Master Use Permit- 600 S. Sepulveda Boulevard

From: Kathyclarke1141@gmail.com <kathyclarke1141@gmail.com>

Sent: Wednesday, October 14, 2020 2:20 PM

To: List - Planning Commission <PlanningCommission@citymb.info>; Stewart Fournier <sfournier@citymb.info>; Richard Thompson <rthompson@citymb.info>; Joseph Ungoco <jungoco@citymb.info>; Benjamin Burkhalter <bburkhalter@citymb.info>

Cc: Richard Montgomery <rmontgomery@citymb.info>; Suzanne Hadley <shadley@citymb.info>; Hildy Stern <hsstern@citymb.info>; Steve Napolitano <snapolitano@citymb.info>; Nancy Hersman <nhersman@citymb.info>; Carrie Tai, AICP <ctai@citymb.info>; Ted Faturos <tfaturos@citymb.info>

Subject: [EXTERNAL] Re: Concerns about Proposed Hotel for 600 S. Sepulveda, Manhattan Beach

I hope you received my last email and will include it. I've been so busy home schooling my kids and my husband just told me it was due by 2pm but I sent it at 2:07. My apologies for it being late. Juggling 2 kids and a wild dog held me from turning it in before 2pm. 🐕

Kathy Clarke

Sent from my iPhone

## LATE PUBLIC COMMENT

Planning Commission- October 12, 2020

Item G: Master Use Permit- 600 S. Sepulveda Boulevard

From: Mike Patel <mpatel021@gmail.com>

Sent: Wednesday, October 14, 2020 2:42 PM

To: Ted Faturros <tfaturros@citymb.info>; List - Planning Commission  
<PlanningCommission@citymb.info>

Subject: [EXTERNAL] 600 S. Sepulveda blvd Planning Hearing questions

CAUTION: This Email is from an EXTERNAL source. Ensure you trust this sender before clicking on any links or attachments.

Hello I had the following questions for the hearing for the developer please:

- 1.) Parking - with the hotel having F & B, is that 1.1 parking ratio including the square footage of food and beverage component?
- 2.) Project by code is needing 208 (after the 15% reduction), and the plans showing just 158 parking, thus a difference of 50 stalls? Are they asking for a variance?
- 3.) Were there any Mitigated Negative Declarations or environmental or traffic study done?  
If so where there an negative impacts, or traffic thresholds grades that were negative (below a C level for traffic/intersections)?

--

Mike Patel – Resident

## LATE PUBLIC COMMENT

Planning Commission- October 12, 2020

Item G: Master Use Permit- 600 S. Sepulveda Boulevard

From: Plexico, Victoria A. <Victoria.A.Plexico@abc.com>  
Sent: Wednesday, October 14, 2020 3:58 PM  
To: Ted Faturros <tfaturros@citymb.info>  
Cc: Carrie Tai, AICP <ctai@citymb.info>  
Subject: [EXTERNAL] poor planning for a 4 story hotel on Tennyson

CAUTION: This Email is from an EXTERNAL source. Ensure you trust this sender before clicking on any links or attachments.

Hi.... And thank you very much for your time.

We do not think this applicant has the right to dictate what is happening in our neighborhood.. and the city and city council are supposed to protect its citizens... what if one of you lived here ... with your kids... and families playing in the backyard that is now looked into by a hotel?

Across the street from your home a hotel & bar... which we all know will look to have entertainment and noise pollution... no matter what is presented by the applicant.  
Then a hotel that would like to put a roof top on to block your roof top....??

I have been trying to get into the zoom site and be able to speak at this city council meeting and nothing would work... funny.. how all of the 4 applicants for this project are on and able to speak. I love it that the man with money gets to choose for me and my family. I highly doubt that his family lives behind a hotel.

I am a resident on Tennyson Street.... And am not happy with planning a hotel on the old El Torito property....

4 stories is unbelievable.... 162 rooms for what??? With that kind of height we will not even be able to go for a walk and see our lovely ocean for which we pay very high taxes to enjoy.

I have children that ride their bikes and enjoy this area... not interested in them having more traffic to deal with than they already do....

Very concerned about people leaving the hotel drunk... and worried for my kids safety.

As they have stated the bar is for residents only... but as you know that will change once the Governor's recommendations change following Covid....

We do not need the noise or windows looking into our bedroom... nor a garage with an entrance on our street...

Why would these residents be not as important as others in this great city.

With Covid... the idea of having more out of towners in the area is not comforting.

Having a constant traffic issue with people traveling in from LAX.

Having construction when we are all home...

We do not know what this hotel in our area...

This does not service the community at all as we have about 10 hotels located on Sepulveda alone....

Not including the hotels in the surrounding area.

As we have seen from Belamar & Shade... the amount of people who have been drinking leaving those 2 hotels will be a constant concern for my family and children.

## LATE PUBLIC COMMENT

Planning Commission- October 12, 2020

Item G: Master Use Permit- 600 S. Sepulveda Boulevard

The construction digging out the parking lot as we saw with the construction on the high school severely damaged the older homes surrounding this property...

No exemptions should be allowed.... We bought in this community for a reason... to be in a peaceful beach town... which is not an inexpensive proposition.

There is no way the electrical can maintain this hotel as it now....

I love that all of these studies showed no impact... that sounds ridiculous... ..

All the height restrictions are there for a reason... why would these residents be any less than the rest of the city...

All of this will be detrimental to this area and our way of life....

The commercial developments that are in the area are 2 stories high...

The street that separates the hotel from the homes is about 20 feet.....

We do not want this hotel here...

I find it very hard to believe the even amount of discussion for this being a good/bad idea... and most likely due to the late notice of this entire group of people to whom this will affect.

AND TO BE CLEAR WE HAVE NOT GOTTEN ANY NOTICE OF THIS PROJECT BEFORE ABOUT 8 DAYS AGO!

Thank you very much for your time... as we fight for our way of life... the protection of our kids and the safety of our neighborhood and our older home structures...

I also hope that the "people" get to talk as long as this man has.... Which at this time is about 40 minutes. As he even said... "if we had a regular building in here... there would be even MORE traffic..." unreal as he knows what this will do to our area... but only thinking of himself and his pockets.... As I am sure he is not an EAST Manhattan dweller.

Victoria Plexico