

Martha Alvarez

From: Zan <olivethesprite@gmail.com>
Sent: Tuesday, February 2, 2021 5:28 PM
To: Hildy Stern; Steve Napolitano; Richard Montgomery; Joe Franklin; Suzanne Hadley
Cc: City Clerk
Subject: [EXTERNAL] 2.2 Council Letter re: hotel 4 attachments
Attachments: AIR SUN PRIVACY suzanne best.pdf; ATT00001.txt; TRAFFIC suzanne best.pdf; ATT00002.txt; PARKING suzanne best.pdf; ATT00003.txt; NOISE suzanne best.pdf

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Thank you - attached!

Good evening Mayor and City Council,

The bulk of this project blocks air and ocean breezes which currently provide fresh air to the poets section. Air quality will diminish further with increased traffic and parking. The cumulative effect of the project, with its density and heft, will also contribute in terms of off gassing and ghg emissions.

From MB Community Resources:

“Manhattan Beach’s local air quality benefits from prevailing westerly ocean breezes”

CR-6. Improve air quality

6.2. Encourage the expansion and retention of local serving retail businesses (e.g., restaurants, family medical offices, drugstores) to reduce the number and length of automobile trips to comparable services located other jurisdictions.

Project sight lines do not show the significance of the privacy issue. The addition of louvers does not mitigate the issue, at any floor level visible to the neighborhood. I should be able to open blinds to dress in my own bedroom without fear of a stranger watching. A 2-story neighbor is no equivalent to 40+ hotel strangers. Developer cannot block the guests’ view of the neighborhood without removing the windows. Hotels are not usually built facing family homes and yards, especially in such close proximity. Chabela is 23’ wide, not 31.5’ as stated in the staff report.

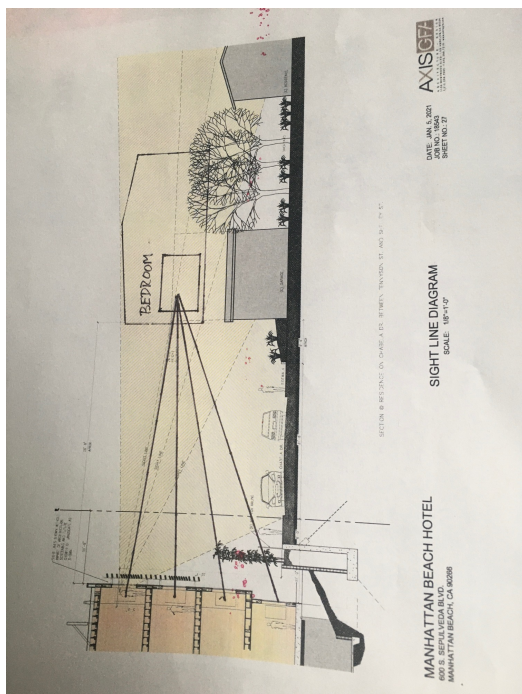
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Chair Seville-Jones: “obviously it does give people heartburn to imagine there might be this looming 40’ building”. Not in favor

Commissioner Burkhalter: “no matter how you parse it, 40 foot is always going to be an alarming number to neighbors” Not in favor

Developer: “every foot counts”

The developer heard these comments and still did not reach to the neighborhood. He fully expected opposition. There is nothing transparent or above board about this.



If Manhattan Beach had less of a staff turnover, this project might not have gotten the foothold it has.

The outlet from the project on its northeast corner will allow foot traffic from the project into the neighborhood (and vice versa). This is another source of noise, and also a safety issue. The sidewalk to nowhere will end mid-block. There is nowhere to walk to in this neighborhood, unless you are headed to Mira Costa or Journey of Faith. If the lot were less packed there could be an alternative fire access.

The shadow study in the staff report doesn't show actual sunlight. Here is a light study from Thursday Jan. 14.



1:00 pm. You can see here why we love this line/canopy of trees, which continues up the 500 S Sepulveda lot to Keats St.



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3:00 pm. At this point the sun will be well hidden by the hotel. This was verified by drone footage.



4:00 pm. Picture taken from backyard.
See how close hotel is. Chabela 23' wide

The loss of sunlight will affect health, enjoyment of property, and solar panel efficiency. The loss of these trees will be a tragic. One block north, Skechers managed to put trees in the sidewalk and they are thriving.

Residents request an EIR or denial of the project.

Thank you,
Suzanne Best

Dear Mayor and City Council,

First of all, I have documented in a previous letter that Skechers ongoing west Sepulveda noise is frequently above Manhattan Beach standards. That project is 430' away, and the noise from construction is intrusive, prevents taking phone calls outside, and is not masked by the traffic on Sepulveda. Noisy construction workers are loud outside their cars at 600 S. Sepulveda, and arrive as early as 6:30am.

Noise measured for the staff noise report was done in August '20, during Skechers construction, which was not noted in the report. This omission falsely elevates the ambient noise level.

This current Skechers construction noise is in violation of:

GP N-2.2 Ensure acceptable noise levels near residences, schools, medical facilities, and other noise sensitive areas.

We have lived with Skechers construction for over 2 years.

This hotel project construction will be 40' away, not 430'.

Poets section is known to be a quiet area:

"...located in the quiet poets section of Manhattan Beach." RealLiving Real Estate

Project construction noise will take place over 18 months, concurrent with several Skechers site constructions. Project plan states traffic noise will 'largely mask' construction noise. What traffic is that? Sepulveda traffic does nothing to mask current Skechers construction noise.

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*"Noise **above 70 dB over** a prolonged period of time may start to damage your **hearing**." CDC*

"A jackhammer 15m (45 ft) away can raise the sound level to 95db. Human range of hearing safe up to 70db. Over and above it is hazardous and can result in permanent hearing damage". PDHcenter

Project plan expects construction noise levels which can cause physical harm, yet noise reports states no significant impact to the neighborhood. Therefore, not in keeping with:

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Project plan states the structure itself will block noise. Noises emanating from the project will also break past noise limits, facilitated by open windows, which will also emit odors. Four inches is still an open window. Noise from a 24/7/365 project will be inescapable.

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Speakers at full volume.	100db
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Other noises may not exceed standards, however will be annoying and could prevent sleep, rest, and work. There will be no escape from this.

The HVAC 55db air conditioners, compressors, fans estimated at 50 feet. There is no information in the report of the on/off cycling of these devices, and the resulting spikes or changes in volume. What if homes want their windows open, but cannot because of the myriad of noises at night.

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Also not mentioned in the report are the noise and vibration from delivery trucks, street cleaners, which come at odd hours. In fact, there is no staging shown on the plan. Where would these trucks be idling? Chabela Drive is 23' wide, not 31.5' as reported in the staff report. The same geographical ingress/egress issues of this site will affect trucks as well. Noise is sometimes easy to ignore, but not if it is annoying to you most every day and night.

Project Plan: *"Noise shall not be audible beyond the premises"*

For noise alone, this project should never have been considered. If Mr. Burkhalter had not moved, maybe this would not be before you now.

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Dear Mayor and City Council,

Parking

The project plan states parking at 152 spaces, reduced from 253 spaces as computed by the general plan. Immediately east of the project is Chabela Drive. The only mention of Chabela is that the project will “discourage parking on Chabela”. The plan also states that Chabela is 31’. There has never been parking, nor stopping, on Chabela. Chabela Drive is 23’ wide.

Parking in the poets section is an extremely sensitive issue. Because of problems with student parking from Mira Costa High School at the eastern edge (2 blocks from project), residents use city generated hang tags (biennial purchase) to limit parking from the school. The work at home policy has exacerbated parking as everyone is at home.

The project plan does not address potential spillover parking. The impact of a full project parking lot is never addressed, nor is avoidance of the project parking fee. These vehicles will seek adjacent parking in the neighborhood. The potentially harmful intrusion is not in line with General Plan (GP) 5.1: “Protect residential neighborhoods from the intrusion of inappropriate and incompatible uses”.

The staff report details many reductions to the project parking total, but never states how the poets section will be affected. Therefore it does not, as GP LU5-7 states: “Recognize the qualities of mixed use areas, and balance the needs of both the residential and commercial uses.”

The project plan indicates shared parking, peak demand, and use of bicycles. There is no bicycle lane on Sepulveda. GP 6.2 states “encourage a diverse mix of businesses that support the local tax base, are beneficial to residents, and support the economic needs of the community”. Not being able to find parking on one’s own street, perhaps late at night, is not beneficial to residents.

Since there is no review of the effects to the poets section, nor plan to avoid spillover, the assumption that project patrons and employees will not seek free parking in the neighborhood just steps away is faulty. GP Policy 3.4: ‘Review development proposals to ensure adverse parking impacts are minimized or avoided.’ As this impact is not addressed, it counters GP I-4 “Protect residential neighborhoods from the adverse impacts of traffic and parking of adjacent non-residential uses”. Further, from MBMC “10.01.030 - Purposes,

The broad purposes of the Planning and Zoning Ordinance are to protect and promote the public health, safety, and general welfare, and to implement the policies of the City of Manhattan Beach General Plan, as provided in the California Government Code, Title 7, Chapters 3 and 4 and in the California Constitution, Chapter 11, Section 7. More specifically, the Planning and Zoning Ordinance is intended to:

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- B. Promote the economic stability of existing land uses that are consistent with the General

- Plan and protect them from intrusions by inharmonious or harmful land uses.
- C. Prevent excessive population densities and overcrowding of land or buildings.
 - D. Ensure the provision of adequate open space for light, air, and fire safety.
 - E. Permit the development of office, commercial, and industrial, and related land uses that are consistent with the General Plan in order to strengthen the city's economic base.
 - F. Require the provision of adequate off-street parking and loading facilities, and promote a safe, effective traffic circulation system.
 - G. Ensure that service demands of new development will not exceed the capacities of existing streets, utilities, or public services.
 - H. Conserve and enhance the city's architectural and cultural resources.
 - I. Conserve and enhance key visual features of Manhattan Beach's setting, including its low-profile character, the Strand, the Hill Section, and the Tree Section of the community, consistent with the General Plan

The previous use from the shuttered 8,483 sq.ft. El Torito Restaurant, has 142 spaces. The project, with 98,123 sq.ft. has below and above ground combined, 152 spaces. The project plan states amongst its hotel, office, and retail uses it will have 60-95 employees. For 60 employees, the remaining parking for hotel guests, office, and retail patrons is 92. For 162 guest rooms plus office and retail. For 95 employees, the remaining spots is 57 for 162 guest rooms, office, and retail.

This amounts to, excluding the parking for office and retail customers, a maximum hotel occupancy rate between 35%-56%. The project plan does not explain the parking scenario for a better than 56% occupancy rate, which affects the TOT promised by the project. It also does not explore the ramifications of a full hotel, and busy retail and office combined.

Taking the example provided by the project during a planning hearing, the AC hotel in El Segundo, has a rate of \$99/day, with add'l \$15 for parking. In order to meet the \$1.4 million in TOT to the city at 56% occupancy, the room rate including parking would need to be \$302/day, over triple the rate of the AC hotel.

If the hotel happens to be full, there will be a large number of spillover vehicles. There is no mention in the project plan of how this will be addressed. To be complete, the project plan should explore all possibilities, including a full hotel when ride-sharing and bicycles are not in use. Also, since at LAX, uber and Lyft require an extra wait/shuttle ride, they are less popular than previously. "The best way to get around Los Angeles is by car. Los Angeles is spread out about 500 square miles, and while there is a public transportation system, its routes are limited compared to those found in other major cities... because of the sheer size of the city, a car is necessary for getting around." US News and World Report. There are very limited food/drink/shopping outlets in the immediate project area, necessitating travel.

In addition, the following parking effects have not been included in the project's 1373 page plan:

1. New Skechers construction in Hermosa Beach directly opposite the project, and more Skechers construction north of the project in Manhattan Beach, which includes a retail store.

2. Journey of Faith service parking, which regularly spills over and takes any available parking in the neighborhood.

3. The new MCHS (Mira Costa HS gym), 2 blocks east of project, formerly had seats for 200, now updated to 2400.

These are current and future impacts which will have continued significant effects on the parking of the poets' section.

From 11.20 Planning Resource UK regarding building a residential-adjacent hotel: "the displacement of parking and noise and disturbance as a result of additional vehicles and associated waiting and movements would have a severe and unreasonable effect on the living conditions of residents, not outweighed by the tourism benefits of the proposal".

For all the above, residents request an EIR, or denial of the project

Thank you,
Suzanne Best .

Hello Mayor and Council,

The number estimated for the El Torito daily trips is severely over the actual amount. The number of average daily trips during El Torito's last full year of operation, 2017, according to El Torito, was 278. Not the 941 as expressed in the staff report. So any baseline conclusions regarding a site-to-site comparison are grossly overestimated. Therefore that affected portion of the staff report is invalid.

Traffic is of extreme concern to the poets section, as there have been numerous accidents in the immediate project area, several fatal.

As one example, Michael Cameron King was struck and killed traveling north on Sepulveda by driver from New York in a rental SUV, unfamiliar with the area. The SUV was turning left from southbound Sepulveda onto eastbound Tennyson. At this intersection lies the site of the project. It is expected that most hotel patrons will also be unfamiliar with this dangerous ingress/egress.

This intersection lies at the bottom of a hill on Sepulveda, descending a sharp right curve, which blinds drivers from Tennyson. Northbound traffic approaches this intersection at speed, either accelerating off the light at Artesia, or continuing through a green light at speed, accelerating on the downward curving slope to Tennyson. The Artesia intersection is at LOS F, as is Tennyson. There is also a bus stop within 300' of Tennyson, with the project a few steps north.

Cars speeding around a stopped bus will present more opportunity for accidents as, moving at speed, they do not see the traffic exiting Tennyson to northbound Sepulveda. Unless you are from the area and drive it frequently, it is unknown and dangerous.

Across Sepulveda from the project, in Hermosa Beach, there is ongoing (since 1/19) construction and in Manhattan Beach, on the project side as well. These new Skechers buildings will bring an additional 2,120 daily trips to the area.

The project plan gives a daily trip total of 983, including pass-by of 88, and also gives a more "conservative" daily trip total of 2200. It is faulty to give 2 differing values for daily trip totals. The cumulative total additional trips to the neighborhood is 4320, or 3103, for the lower project number. Skechers has purchased another lot on Sepulveda, adjacent to its other construction. Before long the new parcel will also be under construction.

The project plan disregards any potential flow of traffic through the poets section neighborhood. Skechers employees will make full use of cutting through the neighborhood to avoid Sepulveda, as the existing employees at a finished building already do. Hotel patrons will quickly become aware of the Tennyson intersection danger, and may avail themselves of cutting through the neighborhood behind the project, into the poets section.

GP I-2 Move commuter traffic through the city primarily on arterial streets, and on collector streets as appropriate, to protect other streets from the intrusion of commuter traffic.

Chabela Drive is the 23' wide, tree lined boundary between residential and commercial, one block east of Sepulveda. Single family homes line the east side, with garages opening onto Chabela Drive. Both Skechers on the west side of Sepulveda, and the project have mid-block entrances/exits.

Project plan also shows an entrance/exit on Tennyson. Taking the conservative figure of 2200 project trips, the project states 60% will travel southbound. From a total of 1,320 southbound

vehicles, even if half the drivers elect to bypass the right turn out of Tennyson, this will add 660 daily trips onto Chabela, as there is a full barricade on Tennyson at Chabela.

Chabela historically sees intermittent, sporadic traffic, and is not at all heavily traveled. The addition of 660 trips per day, spread out over 9 hours, would be 73 vehicles per hour, or over 1 car per minute. There are garages, yards, and houses bordering Chabela Drive. In addition, the collective vehicle emission would be traveled throughout the neighborhood, to a signaled outlet. Every street in the neighborhood will be impacted, as will MCHS, and Journey of Faith church and preschool.

GP I-4. Protect residential neighborhoods from the adverse impact of traffic and parking of adjacent non-residential uses.

The project plan does not address the possibility of increased cut-through traffic to the poets section, despite the fact that these streets surround the property on 2 sides, and another to the north, beyond its adjoining commercial property.

Adding the new Skechers traffic, the cumulative effect is disastrous. Adding 3000-4000 trips/day will increase queue times, congestion, pollution, and noise into the poets section. In addition, the number of daily trips ascribed to the 2 year-shuttered El Torito on the projects site, is faulty. 941 trips/day would result in a 6.6 different cars parking in each spot per day. Since El Torito was open 12 hours/day maximum, that would be a different car parking in every parking space every 2 hours, which is extremely unlikely. This nullifies the small increment that was taken advantage of by the project. The influx of even an additional 1000 trips through the neighborhood is unmanageable, and unacceptable. In addition, this traffic would occur over a 24 hour period, every day of the week and year. The project plans show no potential traffic into the neighborhood. Project plan also fails to include impacts from the new MC (Mira Costa) High School gym, which formerly held 200 seats, and now will hold 2400. Perhaps because if these impacts were included, an EIR may have been requested, or the project moved to another location.

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From: Josh <colortastic@protonmail.com>
Sent: Tuesday, February 2, 2021 5:25 PM
To: Suzanne Hadley; Hildy Stern; Richard Montgomery; Joe Franklin; Steve Napolitano
Cc: City Clerk
Subject: [EXTERNAL] hotel opposed
Attachments: mark farber to council .pdf

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Sent with [ProtonMail](#) Secure Email.

Hi Madam Mayor, Mayor pro-tem, and Councilmen,

I'm writing to voice my opposition to the mega hotel project. Size matters, and so do all the other concerns. I read it's supposed to have a 45 degree angle. The staff report says it's 40 feet from residences. To make a 45 degree angle, it would have to be 45 feet away. Better yet, lose a story, don't be so greedy. Even better, find a different location where you won't be impacting an entire neighborhood to the nth degree. We don't want this hotel. The city should never have let it get this far.

Thank you,
Mark Farber

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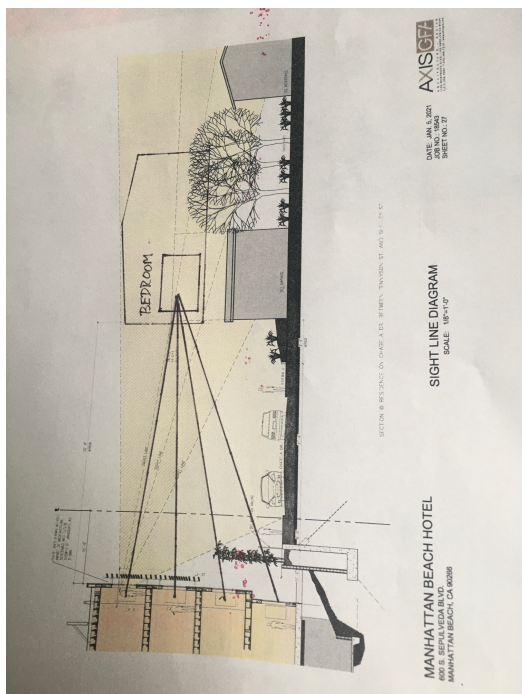
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- B. Promote the economic stability of existing land uses that are consistent with the General

- Plan and protect them from intrusions by inharmonious or harmful land uses.
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 - D. Ensure the provision of adequate open space for light, air, and fire safety.
 - E. Permit the development of office, commercial, and industrial, and related land uses that are consistent with the General Plan in order to strengthen the city's economic base.
 - F. Require the provision of adequate off-street parking and loading facilities, and promote a safe, effective traffic circulation system.
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The previous use from the shuttered 8,483 sq.ft. El Torito Restaurant, has 142 spaces. The project, with 98,123 sq.ft. has below and above ground combined, 152 spaces. The project plan states amongst its hotel, office, and retail uses it will have 60-95 employees. For 60 employees, the remaining parking for hotel guests, office, and retail patrons is 92. For 162 guest rooms plus office and retail. For 95 employees, the remaining spots is 57 for 162 guest rooms, office, and retail.

This amounts to, excluding the parking for office and retail customers, a maximum hotel occupancy rate between 35%-56%. The project plan does not explain the parking scenario for a better than 56% occupancy rate, which affects the TOT promised by the project. It also does not explore the ramifications of a full hotel, and busy retail and office combined.

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1. New Skechers construction in Hermosa Beach directly opposite the project, and more Skechers construction north of the project in Manhattan Beach, which includes a retail store.

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These are current and future impacts which will have continued significant effects on the parking of the poets' section.

From 11.20 Planning Resource UK regarding building a residential-adjacent hotel: "the displacement of parking and noise and disturbance as a result of additional vehicles and associated waiting and movements would have a severe and unreasonable effect on the living conditions of residents, not outweighed by the tourism benefits of the proposal".

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Thank you,
Suzanne Best .

Hello Mayor and Council,

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As one example, Michael Cameron King was struck and killed traveling north on Sepulveda by driver from New York in a rental SUV, unfamiliar with the area. The SUV was turning left from southbound Sepulveda onto eastbound Tennyson. At this intersection lies the site of the project. It is expected that most hotel patrons will also be unfamiliar with this dangerous ingress/egress.

This intersection lies at the bottom of a hill on Sepulveda, descending a sharp right curve, which blinds drivers from Tennyson. Northbound traffic approaches this intersection at speed, either accelerating off the light at Artesia, or continuing through a green light at speed, accelerating on the downward curving slope to Tennyson. The Artesia intersection is at LOS F, as is Tennyson. There is also a bus stop within 300' of Tennyson, with the project a few steps north.

Cars speeding around a stopped bus will present more opportunity for accidents as, moving at speed, they do not see the traffic exiting Tennyson to northbound Sepulveda. Unless you are from the area and drive it frequently, it is unknown and dangerous.

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GP I-2 Move commuter traffic through the city primarily on arterial streets, and on collector streets as appropriate, to protect other streets from the intrusion of commuter traffic.

Chabela Drive is the 23' wide, tree lined boundary between residential and commercial, one block east of Sepulveda. Single family homes line the east side, with garages opening onto Chabela Drive. Both Skechers on the west side of Sepulveda, and the project have mid-block entrances/exits.

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vehicles, even if half the drivers elect to bypass the right turn out of Tennyson, this will add 660 daily trips onto Chabela, as there is a full barricade on Tennyson at Chabela.

Chabela historically sees intermittent, sporadic traffic, and is not at all heavily traveled. The addition of 660 trips per day, spread out over 9 hours, would be 73 vehicles per hour, or over 1 car per minute. There are garages, yards, and houses bordering Chabela Drive. In addition, the collective vehicle emission would be traveled throughout the neighborhood, to a signaled outlet. Every street in the neighborhood will be impacted, as will MCHS, and Journey of Faith church and preschool.

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Adding the new Skechers traffic, the cumulative effect is disastrous. Adding 3000-4000 trips/day will increase queue times, congestion, pollution, and noise into the poets section. In addition, the number of daily trips ascribed to the 2 year-shuttered El Torito on the projects site, is faulty. 941 trips/day would result in a 6.6 different cars parking in each spot per day. Since El Torito was open 12 hours/day maximum, that would be a different car parking in every parking space every 2 hours, which is extremely unlikely. This nullifies the small increment that was taken advantage of by the project. The influx of even an additional 1000 trips through the neighborhood is unmanageable, and unacceptable. In addition, this traffic would occur over a 24 hour period, every day of the week and year. The project plans show no potential traffic into the neighborhood. Project plan also fails to include impacts from the new MC (Mira Costa) High School gym, which formerly held 200 seats, and now will hold 2400. Perhaps because if these impacts were included, an EIR may have been requested, or the project moved to another location.

Residents request an EIR, or a denial of the project

Thank you,
Suzanne Best

Martha Alvarez

From: Zan <olivethesprite@gmail.com>
Sent: Tuesday, February 2, 2021 5:15 PM
To: Hildy Stern; Steve Napolitano; Richard Montgomery; Joe Franklin; Suzanne Hadley
Cc: City Clerk
Subject: [EXTERNAL] 2.2 Council Letter re: hotel 4 attachments
Attachments: AIR SUN PRIVACY suzanne best.pdf; ATT00001.txt; TRAFFIC suzanne best.pdf; ATT00002.txt; PARKING suzanne best.pdf; ATT00003.txt; NOISE suzanne best.pdf

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

Thank you - attached!

If Manhattan Beach had less of a staff turnover, this project might not have gotten the foothold it has.

The outlet from the project on its northeast corner will allow foot traffic from the project into the neighborhood (and vice versa). This is another source of noise, and also a safety issue. The sidewalk to nowhere will end mid-block. There is nowhere to walk to in this neighborhood, unless you are headed to Mira Costa or Journey of Faith. If the lot were less packed there could be an alternative fire access.

The shadow study in the staff report doesn't show actual sunlight. Here is a light study from Thursday Jan. 14.



1:00 pm. You can see here why we love this line/canopy of trees, which continues up the 500 S Sepulveda lot to Keats St.



2:00 pm



3:00 pm. At this point the sun will be well hidden by the hotel. This was verified by drone footage.



4:00 pm. Picture taken from backyard.
See how close hotel is. Chabela 23' wide

The loss of sunlight will affect health, enjoyment of property, and solar panel efficiency. The loss of these trees will be a tragic. One block north, Skechers managed to put trees in the sidewalk and they are thriving.

Residents request an EIR or denial of the project.

Thank you,
Suzanne Best

Dear Mayor and City Council,

First of all, I have documented in a previous letter that Skechers ongoing west Sepulveda noise is frequently above Manhattan Beach standards. That project is 430' away, and the noise from construction is intrusive, prevents taking phone calls outside, and is not masked by the traffic on Sepulveda. Noisy construction workers are loud outside their cars at 600 S. Sepulveda, and arrive as early as 6:30am.

Noise measured for the staff noise report was done in August '20, during Skechers construction, which was not noted in the report. This omission falsely elevates the ambient noise level.

This current Skechers construction noise is in violation of:

GP N-2.2 Ensure acceptable noise levels near residences, schools, medical facilities, and other noise sensitive areas.

We have lived with Skechers construction for over 2 years.

This hotel project construction will be 40' away, not 430'.

Poets section is known to be a quiet area:

"...located in the quiet poets section of Manhattan Beach." RealLiving Real Estate

Project construction noise will take place over 18 months, concurrent with several Skechers site constructions. Project plan states traffic noise will 'largely mask' construction noise. What traffic is that? Sepulveda traffic does nothing to mask current Skechers construction noise.

From staff report:

"As shown in Table 6, the residential uses located approximately 40 feet away would experience a construction Lmax of 91 dBA. The Manhattan Beach Municipal Code does not establish quantitative construction noise standards. Instead, the Manhattan Beach Municipal Code has established allowable hours of construction."

However:

*"Noise **above 70 dB over** a prolonged period of time may start to damage your **hearing**." CDC*

"A jackhammer 15m (45 ft) away can raise the sound level to 95db. Human range of hearing safe up to 70db. Over and above it is hazardous and can result in permanent hearing damage". PDHcenter

Project plan expects construction noise levels which can cause physical harm, yet noise reports states no significant impact to the neighborhood. Therefore, not in keeping with:

GP CS-1 Minimize risks to public health safety and welfare resulting from natural and human caused hazards.

Project plan states the structure itself will block noise. Noises emanating from the project will also break past noise limits, facilitated by open windows, which will also emit odors. Four inches is still an open window. Noise from a 24/7/365 project will be inescapable.

Commercial Toilet Flushing	85db
Ringin g phone	80db
Baby crying	110db
Drunk shouting	110db

Vacuum cleaner	85db
Hair Dryers	90db
Speakers at full volume.	100db
Party	90db
Residential area	40db

At 40', 110db becomes 72db. This noise will be coming from at least 40 rooms.

Other noises may not exceed standards, however will be annoying and could prevent sleep, rest, and work. There will be no escape from this.

The HVAC 55db air conditioners, compressors, fans estimated at 50 feet. There is no information in the report of the on/off cycling of these devices, and the resulting spikes or changes in volume. What if homes want their windows open, but cannot because of the myriad of noises at night.

"Noise annoyance is defined as "a feeling of resentment, displeasure, discomfort dissatisfaction or offense when noise interferes with someone's thoughts, feelings, or actual activities....Noise produces measurable physiological...heart rate....sleep disturbances can begin at 40db". earthjournalism.net

Project states: "noise in the basement parking structure could be inaudible at off-site uses as the structure would be completely underground"

Project also states: "the perimeter of the parking garage would be open to the sky to allow for natural light and ventilation."

Which is it. It is faulty to give differing project descriptions. The parking structure noise is given at 44 db. There was no indication if that was for the open, or closed half-subterranean garage. A 1-2db deviation is a slim margin to the noise ordinance limit, and can cause noise complaints. This is not in keeping with:

GP N-1: "provide measures to prevent noise impacts from transportation sources"

Project does not report traffic noise in the adjacent neighborhood, as it does not report traffic to the adjacent neighborhood. These noise values are a definite, real impact. This is probably why buildings are , along Sepulveda, situated closer to Sepulveda (rather than set back) , with buffer to the rear to protect the neighborhood.

Also not mentioned in the report are the noise and vibration from delivery trucks, street cleaners, which come at odd hours. In fact, there is no staging shown on the plan. Where would these trucks be idling? Chabela Drive is 23' wide, not 31.5' as reported in the staff report. The same geographical ingress/egress issues of this site will affect trucks as well. Noise is sometimes easy to ignore, but not if it is annoying to you most every day and night.

Project Plan: *"Noise shall not be audible beyond the premises"*

For noise alone, this project should never have been considered. If Mr. Burkhalter had not moved, maybe this would not be before you now.

Residents request an EIR or denial of the project.

Thank you,
Suzanne Best

Dear Mayor and City Council,

Parking

The project plan states parking at 152 spaces, reduced from 253 spaces as computed by the general plan. Immediately east of the project is Chabela Drive. The only mention of Chabela is that the project will “discourage parking on Chabela”. The plan also states that Chabela is 31’. There has never been parking, nor stopping, on Chabela. Chabela Drive is 23’ wide.

Parking in the poets section is an extremely sensitive issue. Because of problems with student parking from Mira Costa High School at the eastern edge (2 blocks from project), residents use city generated hang tags (biennial purchase) to limit parking from the school. The work at home policy has exacerbated parking as everyone is at home.

The project plan does not address potential spillover parking. The impact of a full project parking lot is never addressed, nor is avoidance of the project parking fee. These vehicles will seek adjacent parking in the neighborhood. The potentially harmful intrusion is not in line with General Plan (GP) 5.1: “Protect residential neighborhoods from the intrusion of inappropriate and incompatible uses”.

The staff report details many reductions to the project parking total, but never states how the poets section will be affected. Therefore it does not, as GP LU5-7 states: “Recognize the qualities of mixed use areas, and balance the needs of both the residential and commercial uses.”

The project plan indicates shared parking, peak demand, and use of bicycles. There is no bicycle lane on Sepulveda. GP 6.2 states “encourage a diverse mix of businesses that support the local tax base, are beneficial to residents, and support the economic needs of the community”. Not being able to find parking on one’s own street, perhaps late at night, is not beneficial to residents.

Since there is no review of the effects to the poets section, nor plan to avoid spillover, the assumption that project patrons and employees will not seek free parking in the neighborhood just steps away is faulty. GP Policy 3.4: ‘Review development proposals to ensure adverse parking impacts are minimized or avoided.’ As this impact is not addressed, it counters GP I-4 “Protect residential neighborhoods from the adverse impacts of traffic and parking of adjacent non-residential uses”. Further, from MBMC “10.01.030 - Purposes,

The broad purposes of the Planning and Zoning Ordinance are to protect and promote the public health, safety, and general welfare, and to implement the policies of the City of Manhattan Beach General Plan, as provided in the California Government Code, Title 7, Chapters 3 and 4 and in the California Constitution, Chapter 11, Section 7. More specifically, the Planning and Zoning Ordinance is intended to:

- A. Provide a precise guide for the physical development of the city in order to:
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Thank you,
Suzanne Best

Good evening City Council,

I wanted to give you a mother's perspective on this proposal. I have one child and one on the way. We try to take a walk every day, sometimes meeting up at safe distance with other moms with strollers, etc. Invariably we make our way over to Chabela Drive. It has a nice row of trees, and for now not much traffic.

I've looked over the plan, and have to say, I don't much like what I see. I don't understand how the city could ok any plan that jeopardizes the privacy of families. Window dressings or not, a window is a window. From such a height as this is proposing (not sure how that happened either) they can see all the way to the Journey of Faith preschool. I don't want my kids being looked at. And a hotel has nothing but strangers. This constant, intensive use does not jive with our neighborhood.

I just read there is an opening planned, to spill out onto Chabela at Shelley. You cut down the trees, you expose our kids to strangers. This brings nothing to the neighborhood and takes everything. Please do not let this happen. If the developer gripes and moans about all the money he's spent, tell him it's the cost of doing business when you aren't transparent in your proposals. Thank you for listening, and please, please deny the project.

Thank you,
Jen Samuelson
Concerned Parent

Hello Mayor and Council Members,

Noise is ephemeral, here one instant gone the next. Unless you have a recording device and sound meter (there must be an app for that), it is tough to describe volume. The staff report noise section relates that construction noise will be at unhealthy range for sensitive receptors. I argue we're all sensitive receptors. The closest houses to this are 29' from the hotel property line. The next houses are also close. From walking in this neighborhood for years, I can tell you the noise flows through it like a sieve.

These hotel windows, besides eliminating privacy, can be opened. Maybe just 4 inches, however that's all it takes. Loud tv, music, slamming doors, you get the idea. Music and bar 7am til 1am. Not acceptable next to a neighborhood. Noise travels.

The residents at Shade and the Residence Inn have complained about various issues and noise has been a big one. Although with the shooting at Residence Inn that may have changed. Hotels so close to homes doesn't work. The Westdrift, on the other hand, no complaints. Larger hotels need space, not crammed onto a lot adjacent to single family houses. The numbers in the noise report, even after distance reductions, etc., come too close to the city maximums. Its not as though painting a 'quiet' emoji on my roof will work. This plan just isn't right for the neighborhood. Please deny this project.

Thank you,
Jeremy Wells

Dear Council,

Please keep our small town atmosphere, a tenet many of you claimed in the election. Every other business on Sepulveda is 30' or less. Why the exception, here, just to maximize profits. We are a small peaceful pocket of Manhattan Beach. We have no D overlay to protect us. You are presenting us with an annoying neighbor, times 162, for 24 hours a day, 7 days a week, every year in the future. Covid doesn't even promise that. The plan and staff report make no sense. We want our restaurant back. Maybe you can fit 2 restaurants in. This site needs to have a buffer to protect the neighborhood, a restaurant affords that space. Approving and building during Covid may be the rage, but I think we have a neighborhood worth protecting and a unique city.

Thank you,
Jessica Sanders

Dear Mayor and Council,

We have no confidence in the city's mitigation proposals. The water-dependent bamboo we're supposed to await 9-10 years for. Slats on windows that can easily be worked around for someone that wants to view the neighborhood. These half-hearted efforts are meaningless. This is our privacy, our homes, our lives. Why is this city taking the word of the developer only, and not responding to its tax paying homeowners. You need to take our concerns into consideration in the same manner as you do the developer's. We don't want this. If you have to do an EIR, so be it. Deny this project. The entire neighborhood wants it gone.

Thank you,
Kate Alderson

Dear City Council,

We are living in the time of worst case scenario. Unsure times, when I for one try to make prudent choices to keep safe. What do you think of when you hear the word hotel: temporary, fleeting, amenities. Now go to back to age 21. Play tunes like no one else matters, hang the do not disturb and then disturb others, freedom from family, drinking and drugs, because you don't have to drive home, and hey, it's not your house. Think worst case.

The night of the last council meeting 1/19, there was a fatal shooting at hotel on marine, just a couple miles away. A hotel is noisy. At all hours, all the time. When guests aren't noisy, it will be delivery trucks, trash trucks, backup beeps, rooftop machinery cycling on/off, rooftop bar, parking garage noise.

152 spaces for 162 rooms. No matter what ride-sharing, or peak demand, or metro/bicycle machinations, is insufficient. Think worst case scenario. Where will people park. Where will the drunks go. The nearest location, in front of our homes.

The 'right turn only' fallacy works only if a patron is traveling north. If headed south, or east, or west, they're driving down 23' wide Chabela, cutting off access to Chabela driveways. Then continue through the neighborhood to get to a signal.

Even accessing the hotel, a southbound out of town traveler will have to make a left turn at Tennyson, or a u-turn on Sepulveda to reach the entrance. This is how Michael Cameron King was killed, after battling 2 months in hospital.

We'd like to think hotel guests will be quiet and orderly. Think worst case scenario. A freak has free view of family windows and yards, working around a wooden louver. People wandering out onto Chabela from convenient access. Waking neighbors, or worse. Would you like to be 23' away from that? This scenario replaces a line of beautiful trees, that gave us canopy, oxygen, and green. And we're supposed to wait a decade for bamboo to grow in.

Cars flooding the neighborhood. No parking available, exhaust from increased traffic, trucks, and the parking garage set off your child's asthma. Worst case scenario.

We wear masks to prevent covid, a worst case scenario for too many. A city should be prepared for worst case scenarios. This hotel does not meet any needs of this neighborhood.

We need a restaurant, not a hotel. The worst case scenario is putting a hotel so close to a single family neighborhood.

Thank you,
Lita Singh

Hi Council,

I realize this is a decision between adding profit to the city, or taking care of a neighborhood. The poets section is special, a historic neighborhood. We live in small, mid century homes. We have yards where kids play, where you can relax. There's a little space here, and it's quiet, despite bordering commercial property. When El Torito was around, we went about once a week. That was beneficial to us. The staff says this is beneficial to residents. Who is that?

Is the neighbor they're referring to Skechers, who can fill the hotel once or twice a year?

The report the city and developer have put together is confusing. How does this cohabitate with our neighborhood. Chabela is a very narrow street, with short driveways. From reports about what's happened, and happening, to the families behind the Residence Inn, we don't want that happening here. No one should want to risk that. I love my neighborhood and this is just too radical, too massive a change. For three years, this neighborhood was not informed about what was being planned. I find it odd that city water bills and parking notices all find their way to my mailbox. But nothing about a hotel or Sepulveda Initiatives every landed in our mailbox.

I have all the same concerns as the other residents, who put it much more eloquently than I can. The money this project will bring is dependent on it being successful. Can that happen with an entire neighborhood in opposition. Please deny this application.

Thank you,
Michael Reiss

Good Evening Madam Mayor Hadley, Mayor Pro-tem Stern, Councilmen Franklin, Montgomery, and Napolitano

The developer compared this project to the Aloft, AC Hotel, and Hampton in El Segundo. He did not mention that all these hotels are in the industrial area of El Segundo, with no neighborhood in sight. During the years of the Gelsons project, who can forget all that signage. There are no signs about this project, we have had 3 months to learn about it. As you know we've been on lockdown, and cannot gather or even really talk to each other without scheduling a zoom call. Gelsons is single story, and not a 24/7/365 usage. Gelsons reached out to residents. Skechers reached out to residents too, and in response, cut back the hermosa side of their project significantly, agreeing to move the retail store to the Manhattan Beach side. This was years before the EIR was finalized.

The failure of this developer to reach out, except for dropping a postcard a few days before project approval, was too little and much too late. Maybe the reason the developer didn't reach out for over 3 years is because he knew this was unacceptable, and wanted us unaware.

The pro development comments by community development are unwelcome. They should be reminded they are community development, not commercial development.

This isn't about wood slats, or bamboo. Why would a city, or developer, build a project when the entire adjacent neighborhood vehemently opposes. Something born out of this process of ignoring the residents does not bode well. This is no Gelsons. Please vote no. Another project will present with a fresh start, something good for the city and poets section alike.

Thank you

Rebecca Carlisle

Dear Mayor and Council,

While looking up how this project came about, I learned about the Sepulveda working group. Then, through reading, it seems that this project's developer was the driving force. How can this be. The working group contained residents, just none from this area. And a minimum of residents who are not real estate professionals, who made up at least half of the group.

The group had five meetings, and no one thought to inform the neighborhood, despite the fact that the El Torito spot was cherry picked by - the developer and working group, with support from the city. Apparently it is an 'opportunity site' selected to experiment with a 45' maxed out, mixed retail/hotel usage.

From 'Sepulveda Initiative City Council July 3 17 2018':

Under Development Guide:

"Standard Requirements for larger discretionary projects: Neighborhood meeting before project submittal"

This would have been outside the realm of planning and council meetings. Why did this not happen.

This size project does not reconcile with the poet's section 1-story neighborhood. I realize staff is expecting that we will build up over the next few years. I hate to break it to them, but the poets section has remained largely the same since first built. Houses pass from generation to generation. We do not have high turnover. We love it here, in our 50s homes with yards. It's why people move here. The peace and quiet.

This hotel could have been built on the southeast corner of Sepulveda where Kinecta is going in. The developer has camouflaged the height by hiding it from the Sepulveda street front, masking it so the massive 45' does not tower over the coming Skechers complex across Sepulveda. In doing so, developer has created an untenable situation with this neighborhood. Would this hotel be going in adjacent to one story Baskin Robbins? I saw Rite-Aid was also looked at. It would be better placed on Rosecrans. We do not want to suffer the result of a failed experiment, or for that matter, a successful one. The top desirable use listed was high end restaurant. Please replace El Torito with one, which would benefit city and residents both.

Respectfully,
Rob Rhodes

Dear Mayor Hadley, Mayor Pro-Tem Stern, and Councilmen Napolitano, Montgomery, Franklin

The background of this project is dubious to the neighboring residents. Effecting such a huge project without resident awareness, and inclusion, is wrong. Why is 40' so desirable - because a developer says so? It seems the city has taken every step to promote this project with the developer. The plan looks like it belongs somewhere else, not Manhattan Beach. If the city really wants to capitalize on TOT, they should build a luxury hotel on a lot with more space and better access. This site is too cramped with tight entrances and exits, and those massive east and north walls looking down onto the neighborhood is outrageous. And they'd be looking down on the homes if they were 2 story too. The city should have denied this project before it got a foothold, resident developer or not. If Planner Burkhalter had stayed, this might have already gone away. I ask you to think about living in this neighborhood with that hotel disturbing you every day and night, and deny the proposal.

Thank you,
Steve Latimer

Hi Council members,

I strongly object to this proposed plan. According to city staff and developer experts, there are no impacts to the poets section. According to mbpoets and unite experts, there are too many to count. There is no consideration to the residents in the staff plan. Where is the transparency. The neighborhood will be impacted by Skechers, Skechers retail store, traffic, then this in addition. Every possible category will be an impact. Noise, traffic, air pollution, parking, loss of afternoon sun - what does this not impact.

The lodging industry is in freefall, and not only from Covid. Working from home and zoom has made travel unnecessary. Airbnb has also taken a big bite. The staff report states this cannot be converted to another use. Then what. If the hotel is successful, it becomes even more a blight to the neighborhood. We live in uncertain times. This is not a good option for us.

The entire process of how this project has materialized is not in keeping with the Manhattan Beach I love. Please vote no on this project, the poets section is counting on your wisdom.

Thank you,
Wyeth Stratton

Dear Mayor and city council,

I am writing to protest the approval of this gargantuan replacement to El Torito. The hours of El Torito were not as misleadingly reported by staff. It was open mon-thurs. 11a-10p, fro-sat 11a-11p, sun 9a-10p. Now an exponentially more intense, intrusive project has been approved 2-1 by planners. A project that has no downtime, ever.

The poets section has lived with over 2 years of Skechers construction on both sides of Sepulveda. Their retail store was relocated to our neighborhood to alleviate bulk on the hermosa side. The new MCHS athletic complex will seat an additional 2200. Where is everyone going to park? The staff report doesn't include either of these impacts, among the myriad of others. The addition of another project, of this size and scope and ramifications, is just too much.

We don't know the impacts of these projects still under construction, The Residence Inn has many issues still being monitored. This project is too much for the location. The developer needs 4 stories to make his project work - how do all the other commercial properties on Sepulveda make it work at 1, 2, or the very few 3 stories.

Since the developer didn't include residents of this area in pushing the height increase, or in pushing the project forward in 3 years, the city should have. When the city is oblivious to its residents, something about how this project was streamlined into municipal code and the general plan is not kosher. Residents should not have to file suit to keep their homes the way they enjoy them now. And the city should not have to expend legal fees to accommodate developers. Supporters who approve a 40' height hotel separated by a narrow street, don't live next to it.

The thought that my property taxes, along with those of my neighbors, is paying for these decisions is reprehensible.

I may not live on the developer's "Best Street", but I want my street just as safe, quiet, sunny, enjoyable, and with good air from ocean breezes. With respect, we don't want this hotel. Please don't approve.

Thank you very much.
Paul Freitag

Submitted 1/26/21

Dear Madam Mayor and City Council,

Anyone that has given the staff report a cursory review is aware that this project plans a rooftop bar. At last Tuesday's council meeting, the applicant stated twice there was no rooftop bar. Following are a snippet of the audio recording, and the related transcript. Following that, are instances within the staff report which state that there is in fact a rooftop bar.



“Our building is not the misleadingly depicted building on a flyer that was circulated this weekend, uh, around to neighbors, nor is the 4th floor terrace 200’ long, nor does it allow occupancy of 200 people.

There is no bar on the roof of the hotel. I repeat, there is no rooftop bar.”

The staff report states, from Attachment E, Class 32 Categorical Exemption Evaluation Report:

Attachment E

CITY OF MANHATTAN BEACH CLASS 32 CATEGORICAL EXEMPTION EVALUATION REPORT

Manhattan Beach Hotel Project

600 S. Sepulveda Boulevard, Manhattan Beach, CA 90254

October 7, 2020

This Class 32 Categorical Exemption Evaluation Report (CE Evaluation) documents the eligibility of the proposed Manhattan Beach Hotel Project in the City of Manhattan Beach (City) for a Categorical Exemption from the California Environmental Quality Act (CEQA).

Project Description and Location

The 1.52-acre Project Site is the former El Torito restaurant site located at the northeast corner of the intersection of Sepulveda Boulevard and Tennyson Street, in Manhattan Beach, Los Angeles County, California. The Project Site is bound by Chabela Drive to the east, South Sepulveda Boulevard to the west, a commercial development to the north, and Tennyson Street to the south. See **Figures 1** and **2** for the Regional Location Map and the Project Location Map.

Proposed Project

The Proposed Project is a mixed-use commercial development consisting of two buildings containing hotel, office, and retail uses that would replace a vacant restaurant building (formerly El Torito) and associated surface parking lot. A two-story commercial building would be constructed on the southwestern corner of the Project Site. An L-shaped, four-story hotel would be constructed along the north and east property lines of the Project Site. See **Figure 3** for the Conceptual Site Plan. Maximum building heights would not exceed 40 feet for the hotel or 30 feet for the commercial building based on the Project Site's average grade. Both buildings would be constructed in the contemporary vernacular style featuring large open volumes of space and natural light. Materials used would include glass, wood, metal, tile, stone, brick, and stucco. See **Figure 4** for a Conceptual Rendering.

The proposed 16,348-square-foot commercial building would contain approximately 6,893 square feet of retail uses on the ground floor and approximately 9,455 square feet of office uses on Level 2. As shown in **Figure 3**, entrances to this building would be provided on both the north and south elevations. The proposed 81,775-square-foot select-service hotel would contain a total of 162 hotel rooms and associated hotel amenities. A canopied drop-off area and main entrance is located along the south elevation of the hotel, as shown in **Figure 3**. 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. Upon completion, the Proposed Project would result in 98,123 square feet of total floor area and a floor area ratio (FAR) of approximately 1.5:1.

threshold of 50 dBA during the daytime and 45 dBA during the nighttime. As previously described, the Proposed Project includes a rooftop bar and lounge with an outdoor deck fronting on Sepulveda Boulevard. Crowd noise generated from this area would be reduced to approximately 23 dBA at the closest sensitive receptor due to distance (approximately 300 feet) and the attenuation provided by the hotel structure, which would not exceed the City's exterior noise threshold of 50 dBA during the daytime and 45 dBA during the nighttime. Based on the above, Project operation would not generate stationary noise that would exceed the City's noise standards at the closest sensitive receptors and impacts would be less than significant.

Lastly, Project construction can generate varying degrees of groundborne vibration, depending on the construction procedure and the construction equipment used. Operation of some heavy-duty construction equipment generates vibrations that spread through the ground and diminish in amplitude with distance from the source; however, these vibrations can have effects on nearby structures. The Federal Transit Administration (FTA) has established an architectural damage criterion for continuous vibrations of 0.2 inches per second (in/sec). Using FTA data, the Noise Memo prepared for the Proposed Project determined that vibration velocities from typical heavy construction equipment operations would range from 0.003 to 0.089 in/sec peak particle velocity (PPV) at 25 feet and 0.001 to 0.044 in/sec PPV at 40 feet from the source of activity. The nearest structures are a commercial building approximately 40 feet north and residential buildings approximately 40 feet east of the Project Site. Since vibration velocities resulting from the use of construction equipment at 40 feet would be under FTA's 0.2 in/sec PPV significance threshold, impacts would be less than significant impact.

Air Quality

The following analysis summarizes the Air Quality Technical Memorandum (AQ Memo) prepared for the Proposed Project, included as **Appendix C** of this CE Evaluation.¹³ The Project is located within the South Coast Air Basin (Basin). The South Coast Air Quality Management District (SCAQMD) has jurisdiction in the Basin, which has a history of recorded air quality violations and is an area where both state and federal ambient air quality standards are exceeded. The Basin does not meet the ambient air quality standards for ozone or particulate matter (PM₁₀ and PM_{2.5}) and is therefore classified as a nonattainment area for these pollutants. In order to reduce emissions pursuant to the federal Clean Air Act, the SCAQMD adopted the 2016 Air Quality Management Plan (AQMP), which establishes a program of rules and regulations directed at reducing air pollutant emissions and achieving state and federal air quality standards. The 2016 AQMP pollutant control strategies are based on the latest scientific and technical information and planning assumptions, including the 2016-2040 *Regional Transportation Plan/Sustainable Communities Strategy* (RTP/SCS) produced by SCAG, updated emission inventory methodologies for various source categories, and SCAG's latest growth forecasts. SCAG's latest growth forecasts were defined in consultation with local governments and with reference to local general plans. The SCAQMD considers projects that are consistent with the AQMP to have less than significant cumulative air quality impacts.

¹³ Michael Baker International, Manhattan Beach Hotel Mixed-Use Project – Air Quality Technical Memorandum, September 21, 2020. Since the completion of the AQ Memo, there have been minor changes to the square-footage calculations for the proposed hotel and commercial building. However, these changes are nominal and would not increase the overall building envelope or intensity of the proposed uses. Therefore, the impact conclusions in the AQ Memo remain the same.

From the MBI Technical Memorandum - Noise:

to the east across Chabela Drive; and the City of Hermosa Beach to the west across South Sepulveda Boulevard with commercial uses fronting Sepulveda Boulevard and residential uses further west.

PROJECT DESCRIPTION

The proposed project is a mixed-use commercial development consisting of two buildings containing hotel, office, and retail uses. A two-story commercial building would be constructed on the southwestern corner of the project site. An L-shaped, four-story hotel building would be constructed along the north and east property lines of the Project Site. Maximum building heights would not exceed 40 feet for the hotel building or 30 feet for the commercial building based on the project site's average grade. Both buildings would be constructed in the contemporary vernacular style featuring large open volumes of space and natural light. Materials used would include glass, wood, metal, tile, stone, brick and stucco.

The 16,109-square foot commercial building would contain approximate 6,845 square feet of retail uses on the ground floor and approximately 9,264 square feet of office uses on Level 2. Entrances to this building would be provided on both the north and south elevations. The 81,941-square foot select-service hotel building would contain a total of 162 hotel rooms and associated hotel amenities. A canopied drop-off area and main entrance is located along the south elevation of the hotel building. The ground floor of the hotel building 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 of the hotel building 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. Although intended primarily for hotel guest use, the rooftop bar, lounge, and deck would be open to the public and would provide ocean views.

The proposed project would provide 28 surface parking spaces and 130 parking spaces within one-level subterranean parking garage, for a total of 158 on site vehicle parking spaces. Of the 130 subterranean parking spaces, one would be for electric vehicle (EV) charging only. The perimeter of the parking garage would be open to the sky to allow for natural light and ventilation. Access to the parking garage would be provided from a ramp and entrance located to the west of the hotel building. The proposed project would also provide a total of 16 bicycle parking spaces within the parking garage and at-grade adjacent to the hotel building and the commercial building.

Primary vehicular access to the project site would be provided via a primary ingress and egress driveway on Tennyson Street, which leads to the hotel's porte-cochere/drop-off area and the ramp to the subterranean parking garage. A secondary right-in and right-out only driveway would be located on Sepulveda Boulevard. Pedestrian access to the project site would be provided from both Sepulveda Boulevard and Tennyson Street.

The proposed project would be designed to meet the equivalent of U.S. Green Building Council's Leadership in Energy and Environmental Design (LEED) Silver level or higher for new construction and would provide design features for recycling/waste reduction, energy and water efficiency, and general sustainability including EV charging stations and bicycle racks and lockers.³

³ Leadership in Energy and Environmental Design, *LEED V4 for Building Design and Construction*, <https://www.usgbc.org/sites/default/files/LEED%20v4%20ballot%20version%20%28BDC%29%20-%2013%2011%2013.pdf>, accessed by August 12, 2020.

From the MBI Technical Memorandum - Air:

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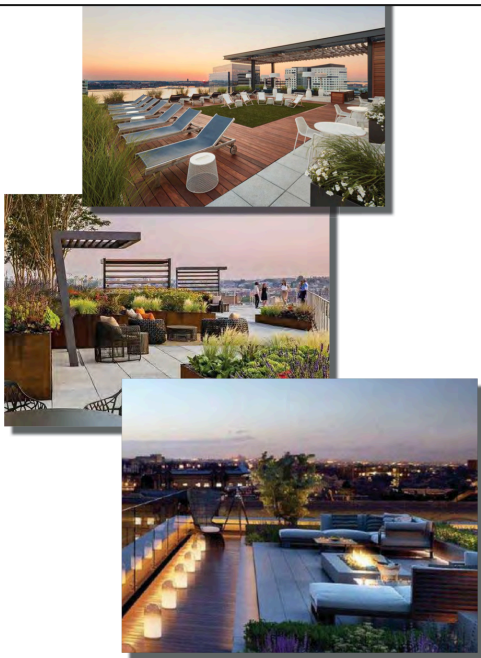
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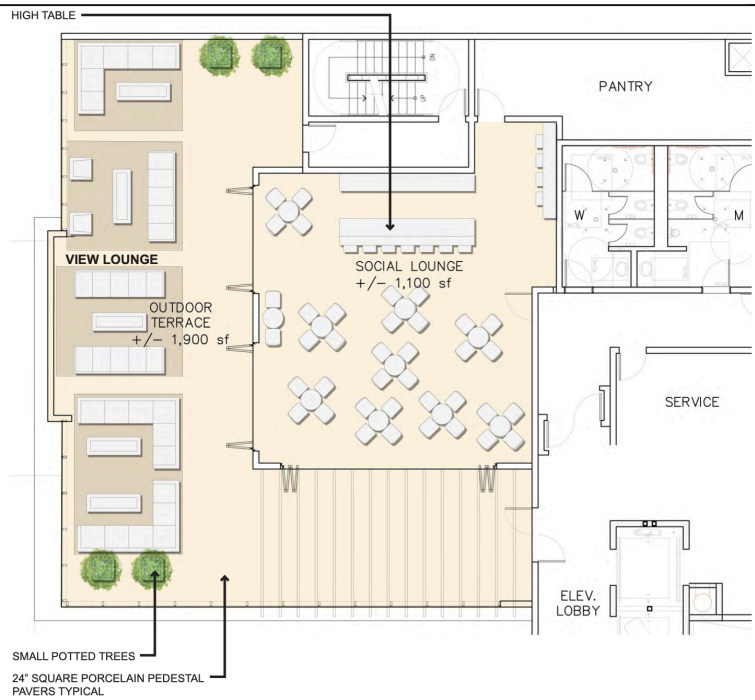
³ Leadership in Energy and Environmental Design, *LEED V4 for Building Design and Construction*, <https://www.usgbc.org/sites/default/files/LEED%20v4%20ballot%20version%20%28BDC%29%20-%2013%2011%2013.pdf>, accessed by August 12, 2020.

The roof level landscape plan, below, clearly shows the rooftop bar has a footprint of 3000 sq.ft., with seating depicted for 80. This space is significantly larger than most homes in the neighborhood. We request an EIR or denial of the project.

Thank you,
 Suzanne Best
 Resident



REFERENCE / INSPIRATION IMAGES



ROOF LEVEL LANDSCAPE PLAN
 MANHATTAN BEACH HOTEL
 CONCEPT / SCHEMATIC LANDSCAPE PLANS