

Introduction and Overview
Manhattan Village Shopping
Center Enhancement Project
Sepulveda Boulevard between
Rosecrans and Marine

Planning Commission
June 27, 2012

Presentation Outline

- **City- Introduction and Project Overview**
- **RREEF/Applicant-Project Description and Objectives**
- **Matrix Environmental- EIR Overview**
- **Gibson Transportation- Traffic and Parking Overview**
- **City- Conclusion**
- **Questions and Comments**

Background

- **2006**
 - **Master Use Permit (MUP) Amendment and Variance**
 - **Environmental Impact Report (EIR)**
- **2009**
 - **EIR Scoping meeting**
- **2012**
 - **Draft EIR**
 - **MUP, Variance, Sign Program/Exception and Development Agreement**
 - **Planning Commission and City Council noticed public hearings**



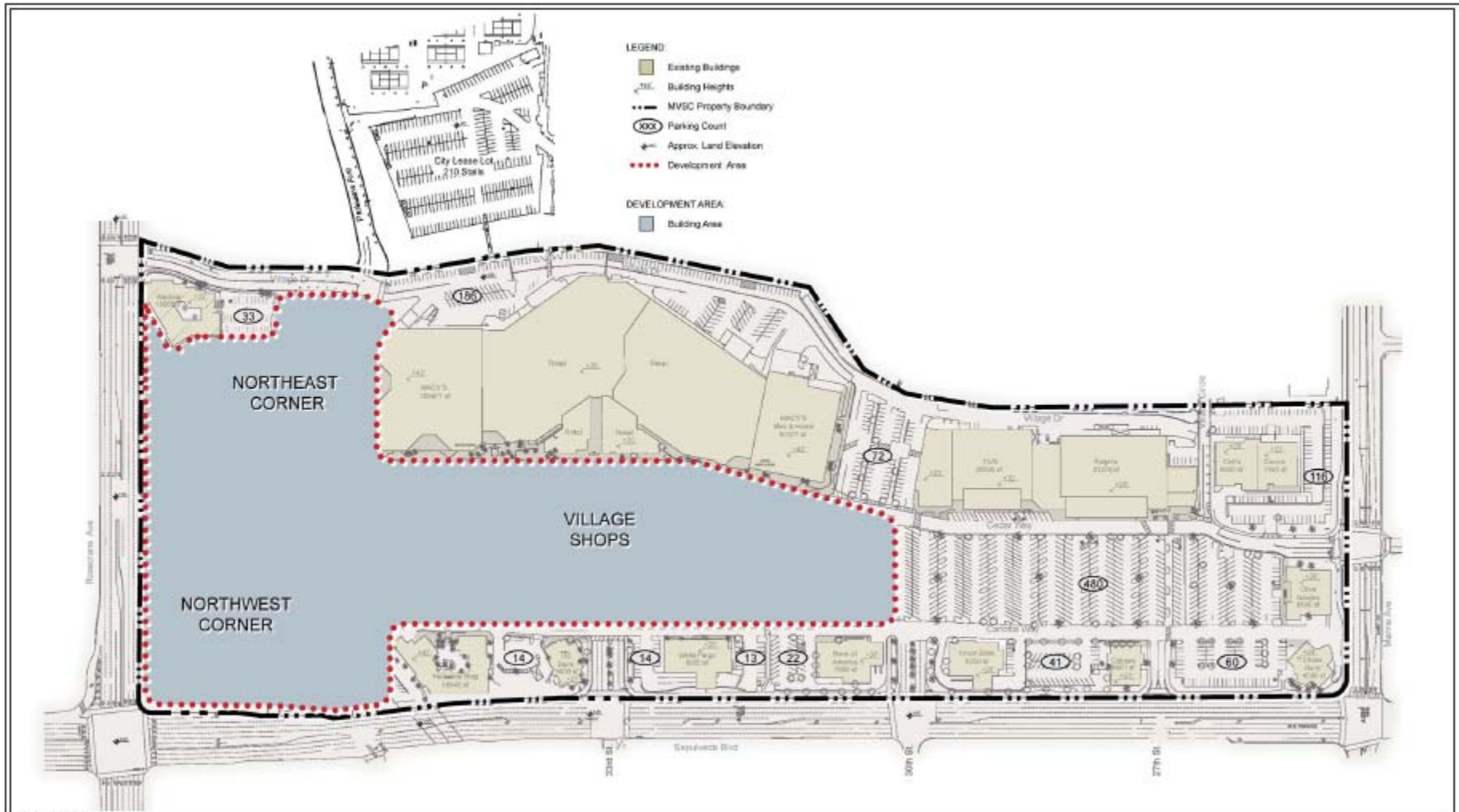
Manhattan Village Shopping Center Enhancement Project



Figure II-2
Aerial Photograph of Site

Project Overview

- **44 acre total Shopping Center**
- **18.4 acre Development Area**
- **Existing**
 - **572,837 SF- 2,393 parking spaces**
- **Proposed-**
 - **Additional 123,672 to 133,389 SF- Demolition and new**
 - **Total 696,509 to 706,226 SF**
 - **2,856 to 2,935 parking spaces**



Source: 4/2011-2012

Mettlen Village Shopping Center Enhancement Project



Figure II-4
Development Area

MANHATTAN VILLAGE



ENHANCEMENT PROJECT

June 27, 2012

EXISTING CENTER

MANHATTAN VILLAGE



MANHATTAN VILLAGE



Plaza El Segundo

- 37-acre site, including 425,000 square feet of retail and restaurants was built beginning in 2007
- Phase II (71,000 square feet) is already entitled
- Developer currently seeking tenants for Phase II



South Bay Galleria

- 903,000 square feet
- Recently underwent a \$32 million renovation of a nearly 110,000-square-foot complex south of the main center
- Looking to expand/enhance existing center with new anchor stores



Del Amo Mall

- 2.3 million square feet
- Underwent addition of a \$300 million lifestyle wing a few years ago
- This year, unveiled plans for a major remodeling effort of the north portion of the mall with the addition of as many as three new anchors

WHY CHANGE?

Catching up to the competition

WHY CHANGE?

Community Benefits

- Keep Manhattan Beach dollars in Manhattan Beach
- Manhattan Beach shoppers get more of the stores they prefer
- Nearby businesses benefit from the health of the center
- Property values stay high as long as the center continues to flourish
- Project requires no city funding

MANHATTAN VILLAGE



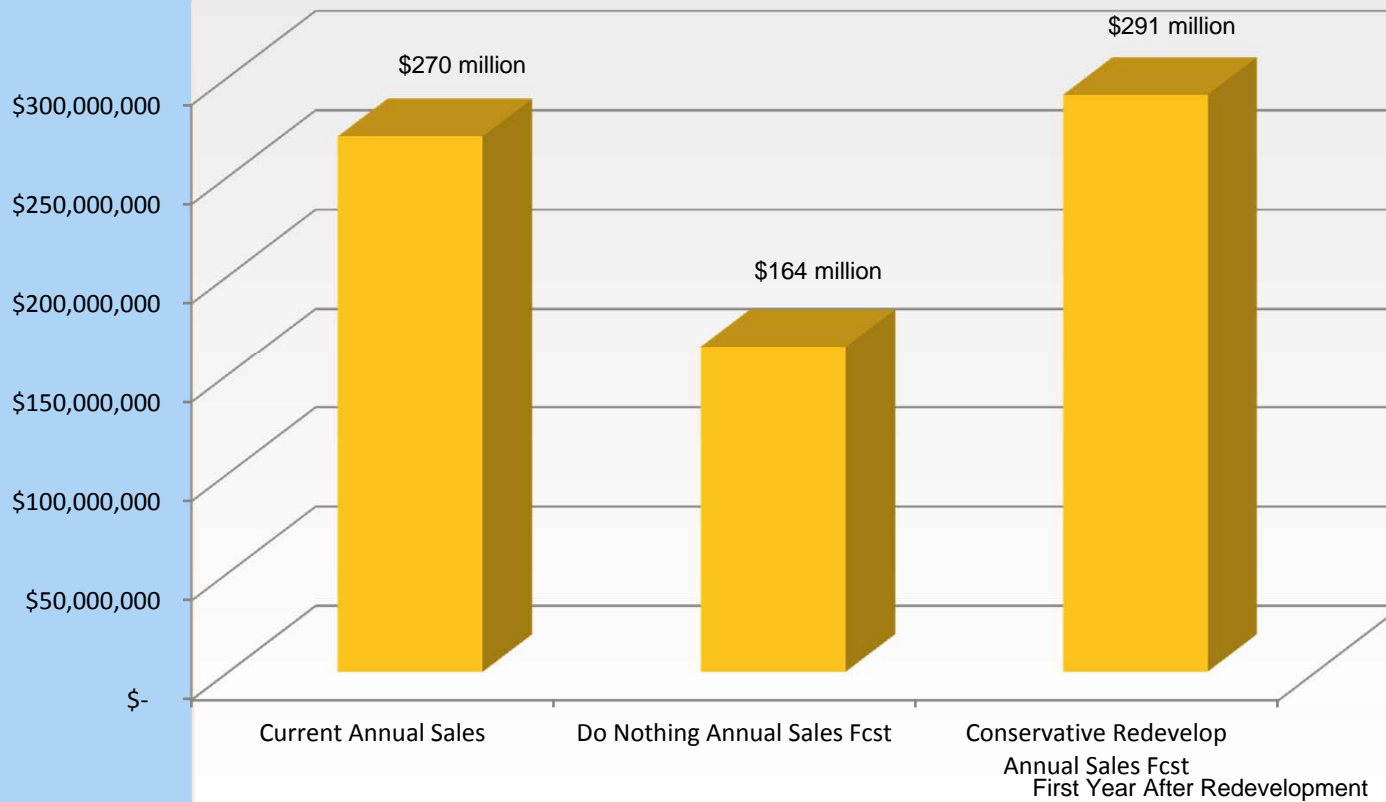
- Offering a location for a gateway element for the City of Manhattan Beach
- Extending the greenbelt bicycle and pedestrian walkway through the project to Rosecrans
- Uniting the Fry's corner with the rest of the center and creating a new entrance off Rosecrans
- LEED Silver green building certification or equivalent
- Extensive landscaping and a significant Northwest Corner green space

OTHER IMPROVEMENTS

Circulation • Access • Sustainability

Projected Sales at Manhattan Village

Total Annual Sales by MVSC Retailers



Source: 2012 Allan D. Kotin & Associates Analysis

ECONOMIC IMPACT

Increasing sales & protecting city tax revenues

MANHATTAN VILLAGE (existing)

MANHATTAN VILLAGE



Source: RREEF, 2012.

ENHANCEMENT PROJECT

MANHATTAN VILLAGE



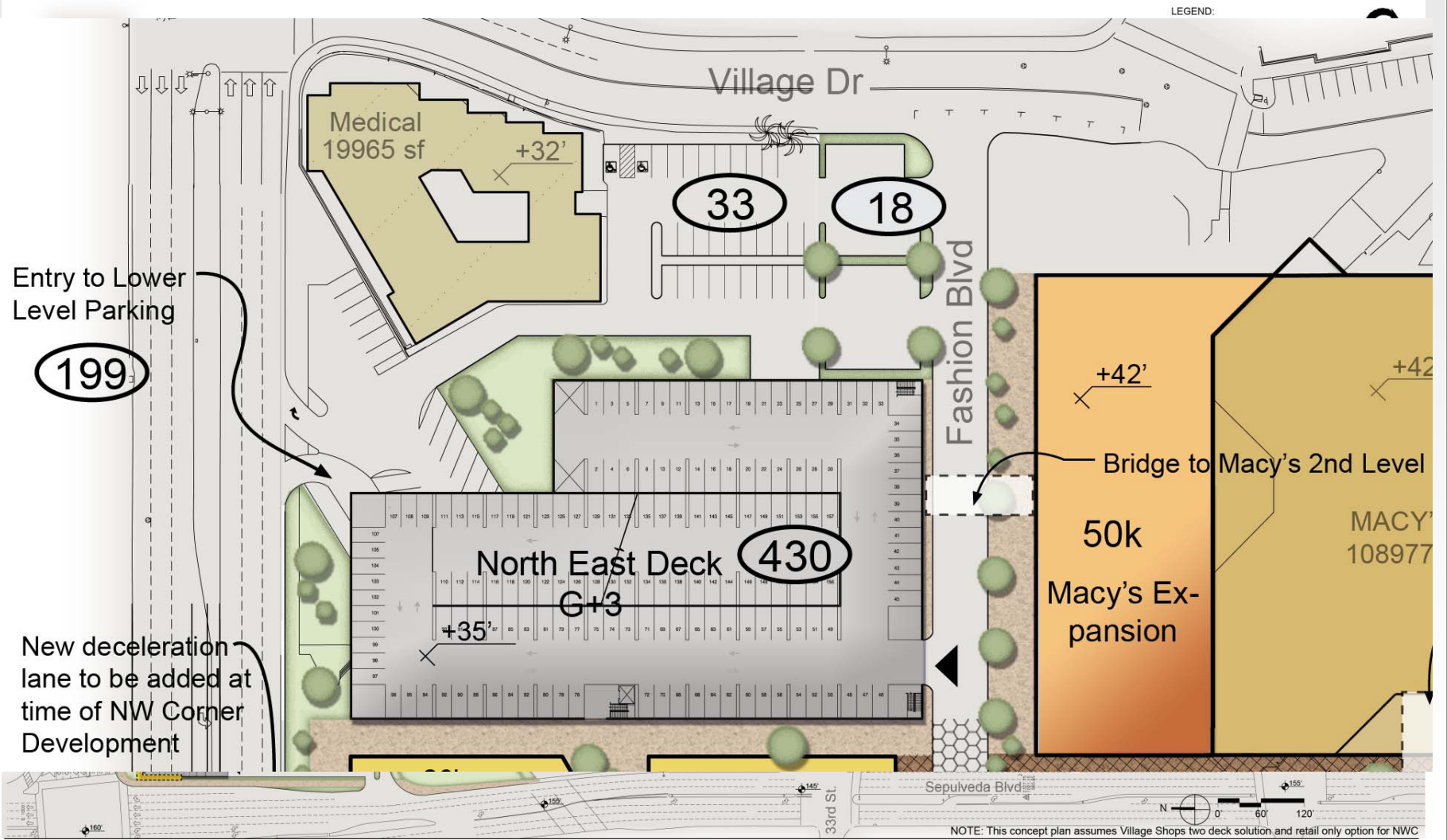
VILLAGE SHOPS

MANHATTAN VILLAGE



NORTHEAST CORNER

MANHATTAN VILLAGE





Flat Iron Crossing, Colorado



Ala Moana Center, Hawaii

MANHATTAN
VILLAGE

RETAIL STREET IMAGES

Similar project images ...



Southlands, Colorado



Royal Hawaiian Center, Hawaii
The Village at Alderwood, Washington

Purpose of CEQA

- **Inform decision-makers and the public about potential environmental impacts**
- **Reduce potential impacts**
 - **Changes to project**
 - **Mitigation measures**
 - **Alternatives**
- **Encourage coordination among reviewing agencies and provide for public participation**

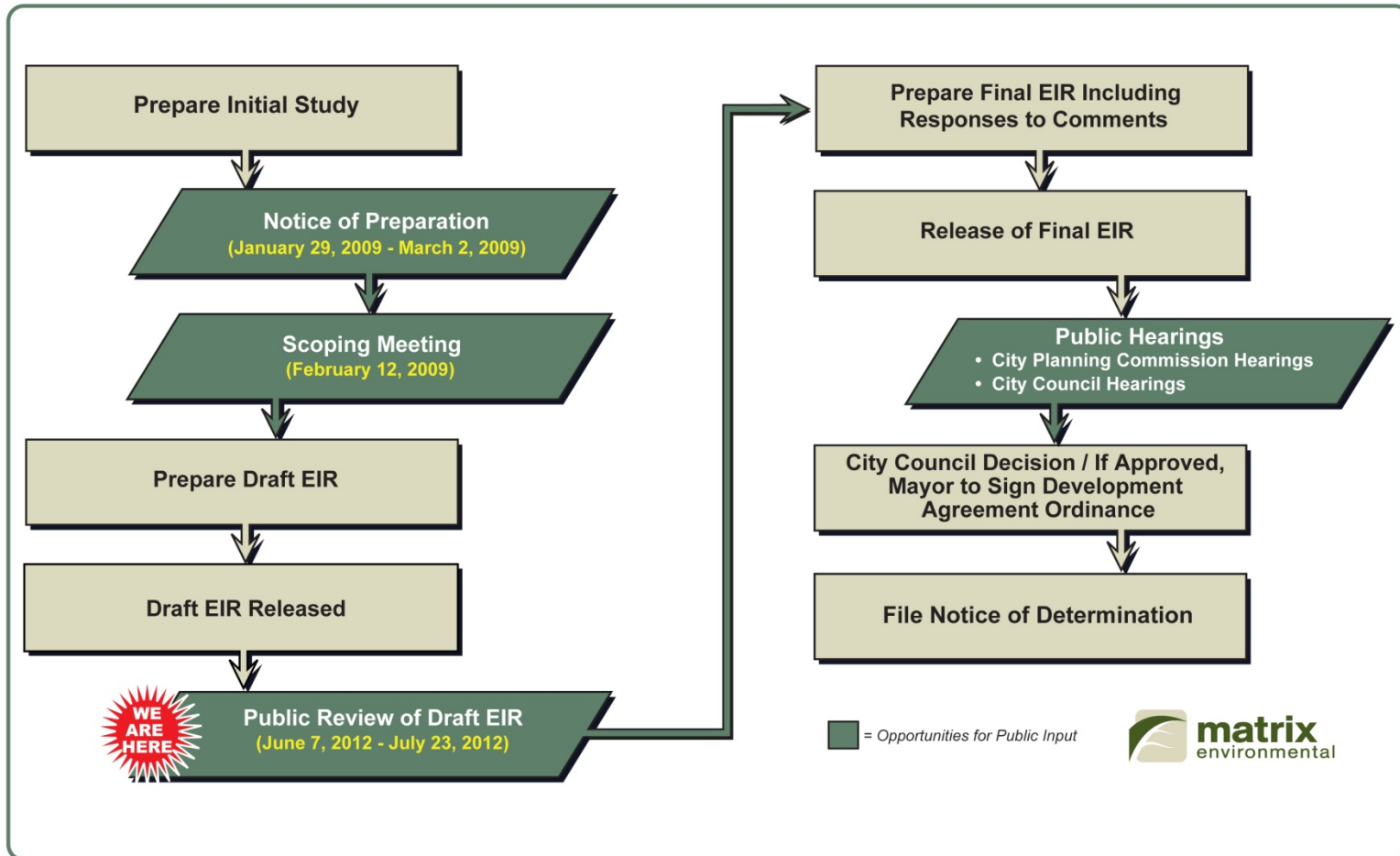
When Does CEQA Apply?

- **Discretionary Projects that may result in physical changes to the environment**
 - **A discretionary action is one that requires judgment or deliberation by a public agency**
- **CEQA does not apply to Ministerial Projects**
 - **Ministerial projects are those that conform to a fixed standard with little or no judgment**

Types of CEQA Review

- **Exemption**
- **Negative Declaration**
- **Mitigated Negative Declaration**
- **Environmental Impact Report (EIR)**

Overview of EIR Process



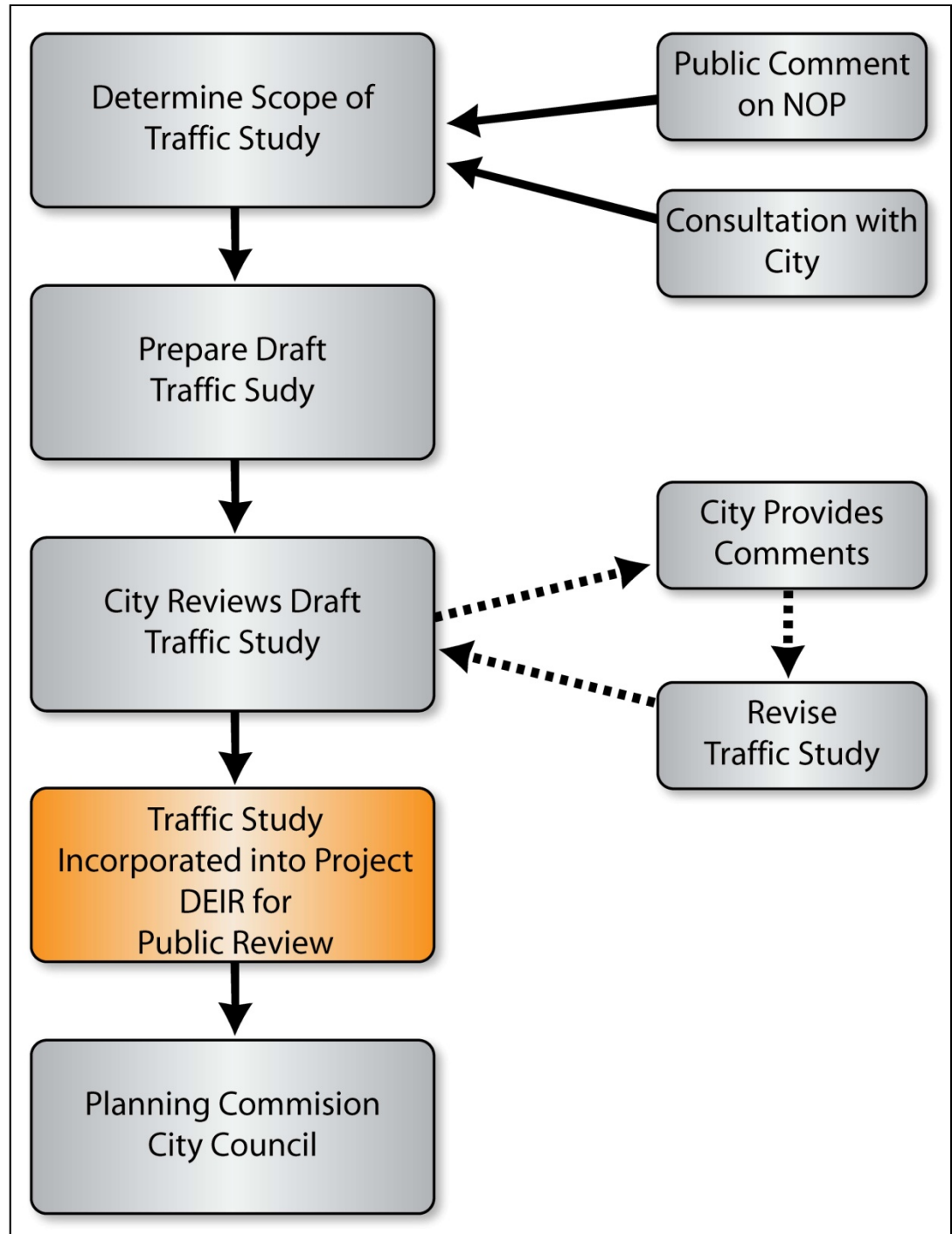
Contents of Draft EIR

- **Summary**
- **Project Description**
- **Description of Environmental Setting**
- **Impact Analyses supported by ten technical reports**
- **Alternatives (No Project, Village Shops Only, Modified Site Alternative)**
- **Growth Inducing Impacts**
- **Potential Secondary Impacts of Mitigation Measures**
- **Effects Not Found to Be Significant**
- **List of Preparers**
- **References**

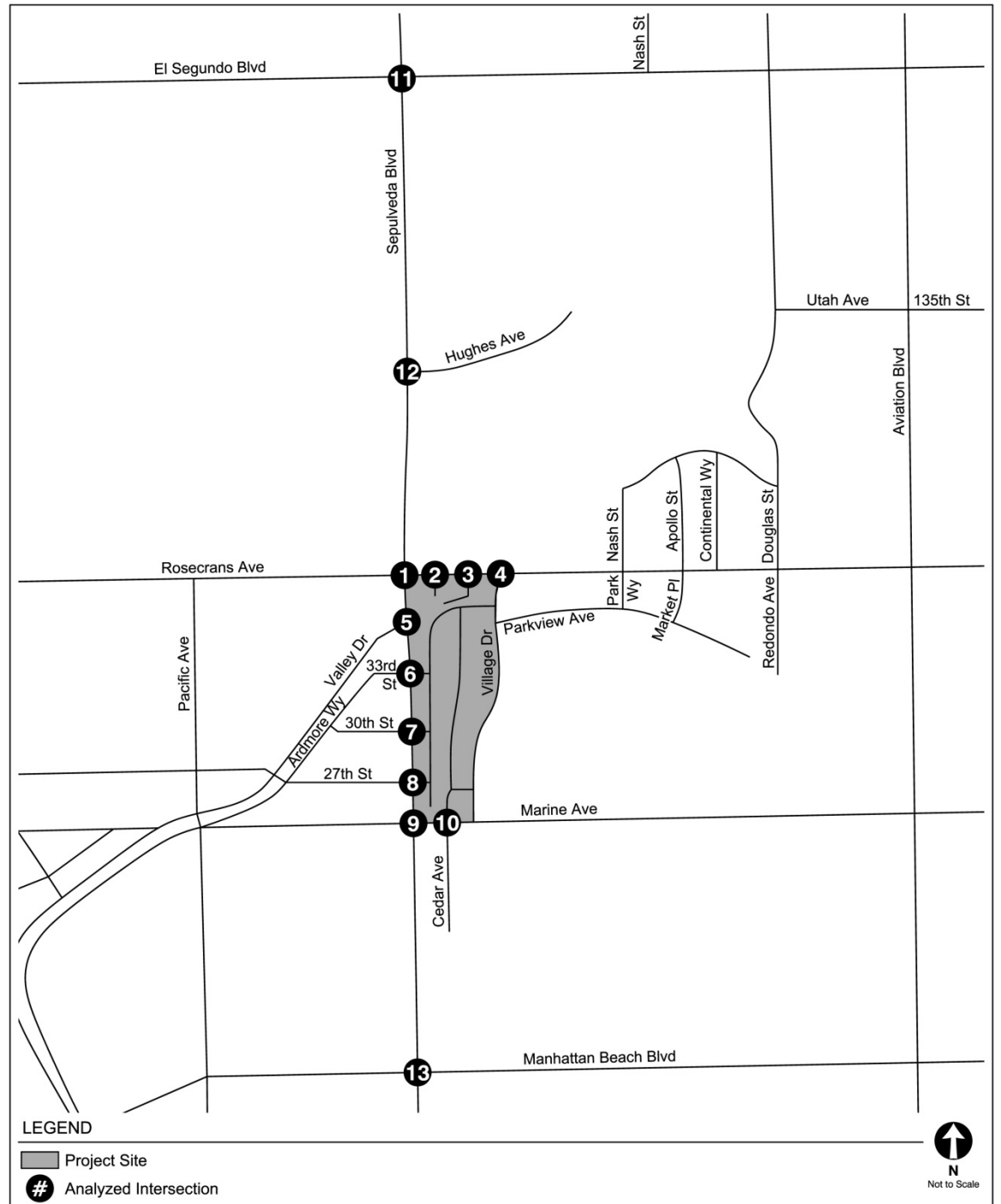
Issues Evaluated in Draft EIR

- Aesthetics
 - Air Quality
 - Hazards/Hazardous Materials
 - Hydrology/Surface Water Quality
 - Land Use
 - Noise
 - Fire Protection
 - Police Protection
 - Traffic, Access and Parking
 - Water Supply
 - Wastewater
- For each of these issues, thresholds of significance were identified for determining when an impact would occur and both project and cumulative impacts were evaluated. Mitigation measures were included to reduce significant impacts.
- Based on the analyses within the Draft EIR and associated technical reports, no significant impacts would result from construction or operation of the Project.

CEQA Traffic Study Review Process



Study Area and Analyzed Intersections



Study Scenarios

Weekday PM Peak Hour

Saturday Mid-Day Peak Hour

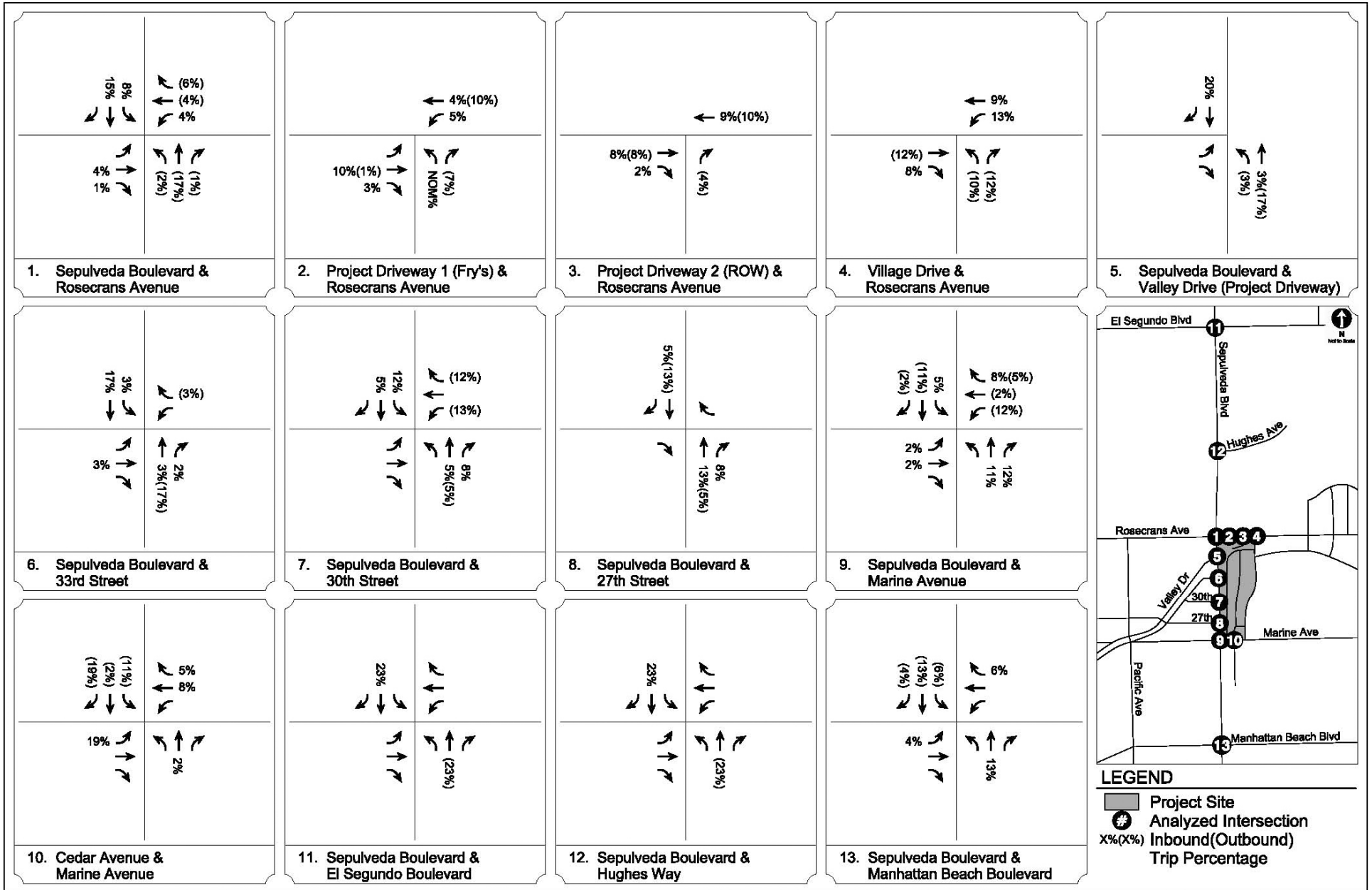
Rosecrans/Fry's Driveway - Three Alts

Existing and Future

Trip Generation – PM Peak Hour

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

Project Trip Distribution



Existing plus Project Components I and II Conditions Intersection Peak Hour Levels of Service

No.	Intersection	Peak Hour	Existing Conditions			Existing plus Project Components 1 and 2				
			V/C Ratio or Delay	LOS	V/C Ratio or Delay	LOS	Change in V/C Ratio or Delay	Significant Impact?		
1	Sepulveda Bl & Rosecrans Av	PM	1.013	V/C	F	1.017	V/C	F	0.004	NO
		Sat	0.853	V/C	D	0.862	V/C	D	0.009	NO
2	Project Driveway 1 (Fry's) & Rosecrans Av ⁽¹⁾	PM - HCS	3.8	Secs.	A	4.4	Secs.	A	0.6	-
		PM - ICU	0.504	V/C	A	0.513	V/C	A	0.009	NO
		Sat - HCS	9.4	Secs.	A	11.4	Secs.	B	2.0	-
		Sat - ICU	0.590	V/C	A	0.601	V/C	B	0.011	NO
3	Project Driveway 2 (ROW) & Rosecrans Av ⁽¹⁾	PM - HCS	0.2	Secs.	A	0.2	Secs.	A	0.0	-
		PM - ICU	0.422	V/C	A	0.428	V/C	A	0.006	NO
		Sat - HCS	0.2	Secs.	A	0.3	Secs.	A	0.1	-
		Sat - ICU	0.447	V/C	A	0.454	V/C	A	0.007	NO
4	Village Dr & Rosecrans Av	PM	0.634	V/C	B	0.651	V/C	B	0.017	NO
		Sat	0.665	V/C	B	0.684	V/C	B	0.019	NO
5	Sepulveda Bl & Valley Dr ⁽¹⁾	PM - HCS	0.4	Secs.	A	0.5	Secs.	A	0.1	-
		PM - ICU	0.838	V/C	D	0.842	V/C	D	0.004	NO
		Sat - HCS	10.9	Secs.	B	12.5	Secs.	B	1.6	-
		Sat - ICU	0.603	V/C	B	0.610	V/C	B	0.007	NO
6	Sepulveda Bl & 33rd St	PM	0.833	V/C	D	0.838	V/C	D	0.005	NO
		Sat	0.780	V/C	C	0.790	V/C	C	0.010	NO
7	Sepulveda Bl & 30th St	PM	0.816	V/C	D	0.821	V/C	D	0.005	NO
9	Sepulveda Bl & Marine Av	PM	0.986	V/C	E	0.994	V/C	E	0.008	NO
		Sat	0.807	V/C	D	0.818	V/C	D	0.011	NO
9	Sepulveda Bl & Marine Av	Sat - ICU	0.537	V/C	A	0.542	V/C	A	0.005	NO
		PM	0.986	V/C	E	0.994	V/C	E	0.008	NO
10	Cedar Av & Marine Av	Sat	0.807	V/C	D	0.818	V/C	D	0.011	NO
		PM	0.580	V/C	A	0.601	V/C	B	0.021	NO
11	Sepulveda Bl & El Segundo Bl	Sat	0.495	V/C	A	0.520	V/C	A	0.025	NO
		PM	1.002	V/C	F	1.005	V/C	F	0.003	NO
12	Sepulveda Bl & Hughes Wy South	Sat	0.641	V/C	B	0.644	V/C	B	0.003	NO
		PM	0.738	V/C	C	0.742	V/C	C	0.004	NO
13	Sepulveda Bl & Manhattan Beach Bl	Sat	0.499	V/C	A	0.504	V/C	A	0.005	NO
		PM	1.036	V/C	F	1.039	V/C	F	0.003	NO
13	Sepulveda Bl & Manhattan Beach Bl	Sat	0.842	V/C	D	0.849	V/C	D	0.007	NO
		PM	0.842	V/C	D	0.849	V/C	D	0.007	NO

Notes:

(1) Intersection included by site sign and/or approved by City and/or CDOT. (2) Reported as the average delay for the 2 directions.

v/c = Volume to Capacity Ratio

Secs = Seconds

PM = Peak Hour (based on Manual Methodology)

ICU = Intersection Capacity Utilization Methodology

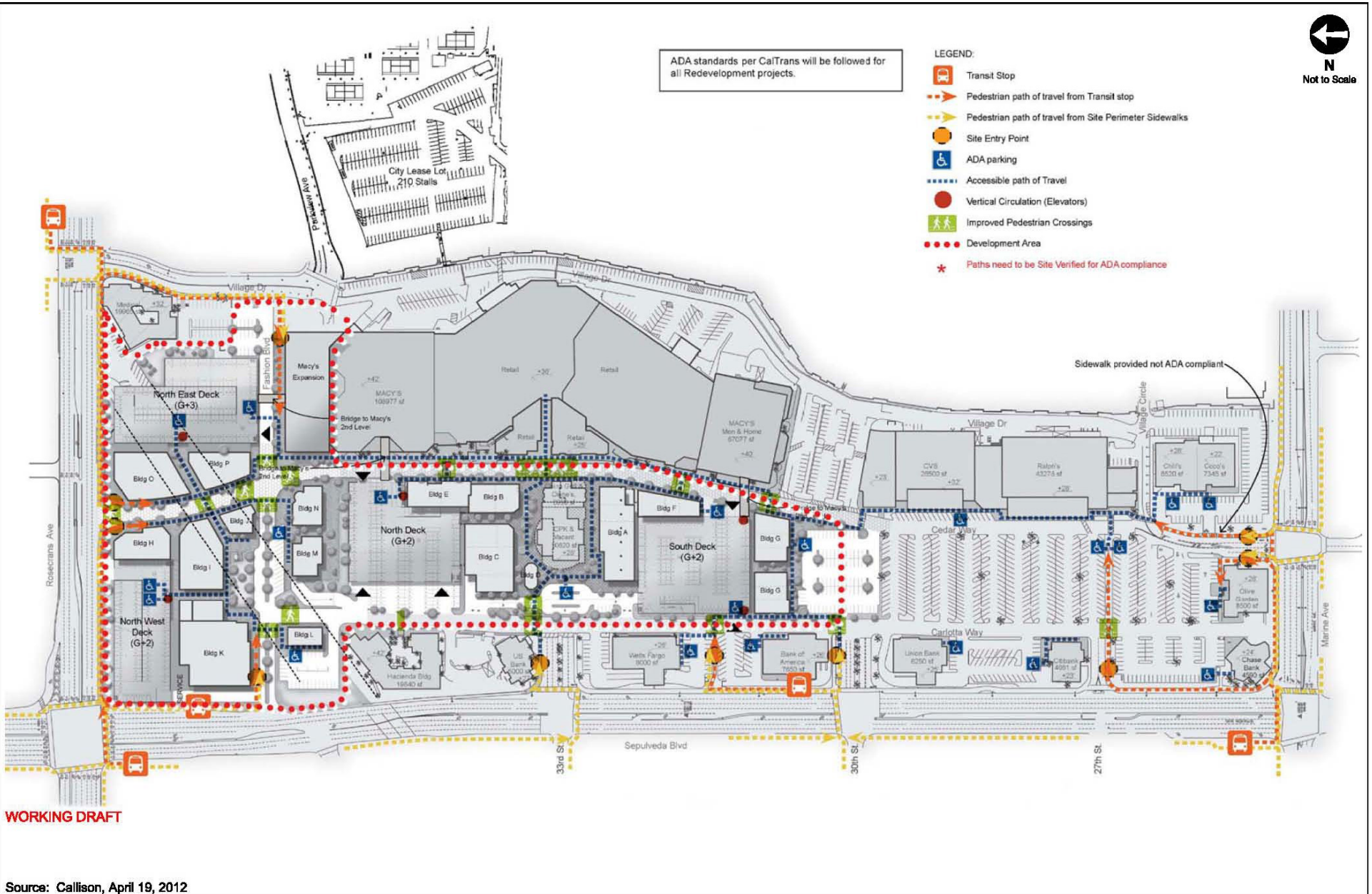
Traffic Analysis Summary

- **Tested Combinations of Project Components**
- **No Significant Intersection Impacts**
- **Trip Equivalency Program**

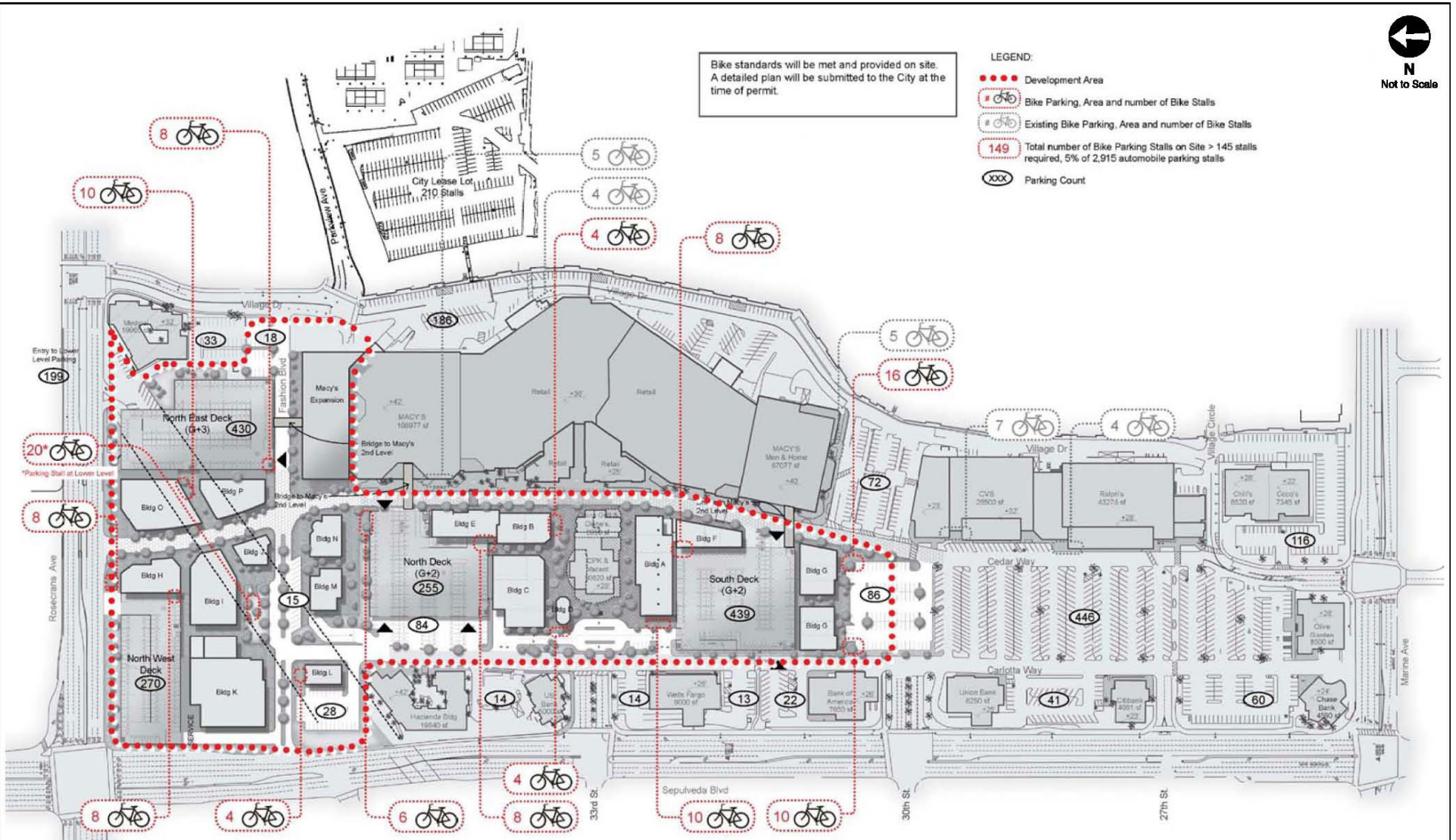
Project Improvements

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

Pedestrian Circulation Plan



Bicycle Parking Locations



WORKING DRAFT

Source: Callison, April 19, 2012

Parking

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

Traffic and Parking Conclusions

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

Conclusion

- **Accept public comments**
- **Discuss and provide comments**
- **Future noticed public hearings**

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