707 N. Sepulveda Boulevard Gelsons Market and Bank

Public Hearing

Master Use Permit, Parking Reduction and Mitigated Negative Declaration

City Council- May 2, 2017

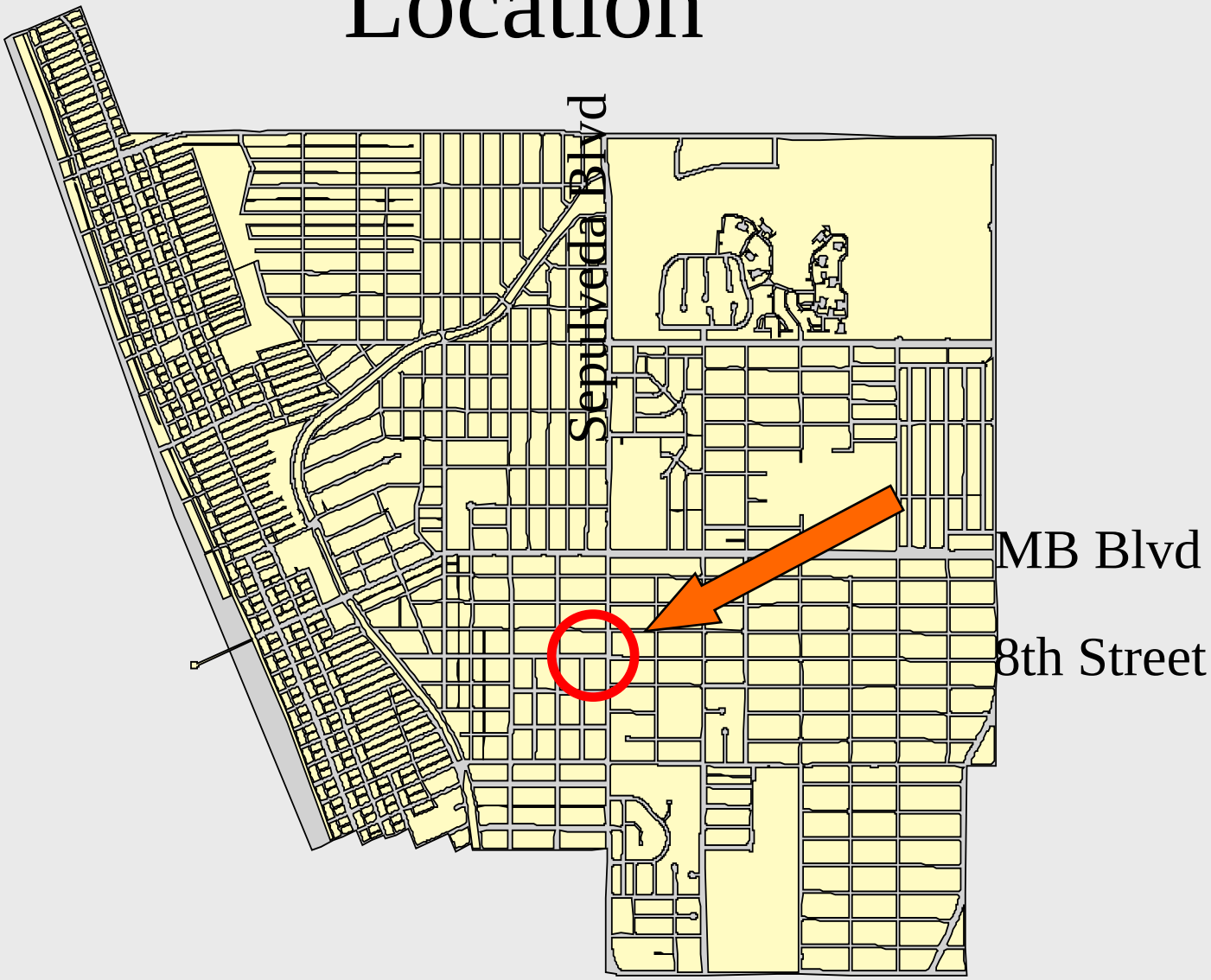
Background

- Planning Commission Public Hearings:
  - February 8, 2017
  - March 22, 2017- Resolution of approval adopted
- City Council call for review:
  - April 4, 2017
- Appeals filed:
  - Manhattan Beach Residents for Responsible Development- (MBRRD)
  - Don McPherson

Proposal

- 27,900 sf Food and Beverage Sales Use (Grocery Store) with Partial On-site Dining/Beer and Wine, Alcohol Sales/Tasting
- 6,684 sf Bank Building
- 16 Space Auxiliary Parking Lot
- Parking Reduction from 171 to 135 total Spaces

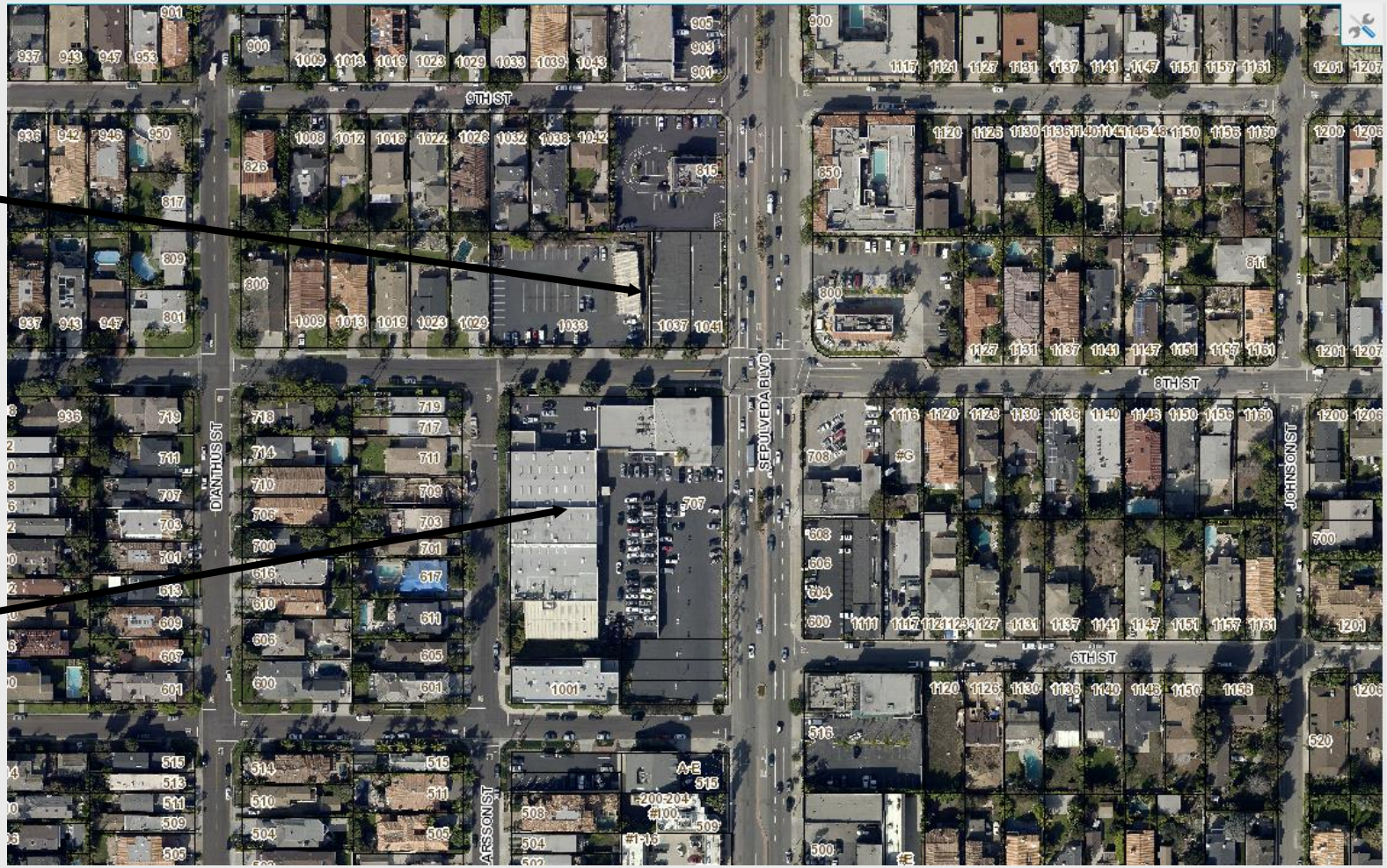
Location



Project Vicinity

Auxiliary Site

Primary Site

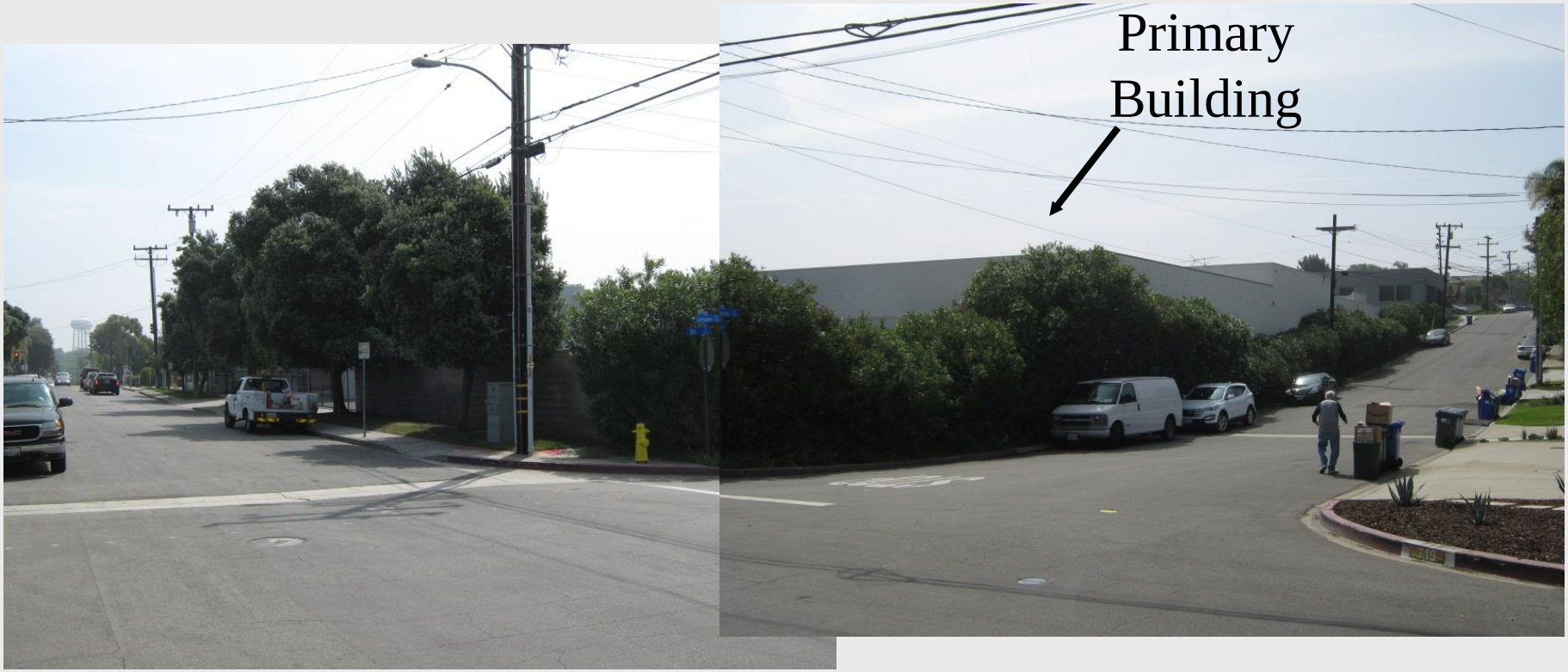


Existing Sepulveda View-South

Existing Sepulveda View- North

Existing 8th Street View- West

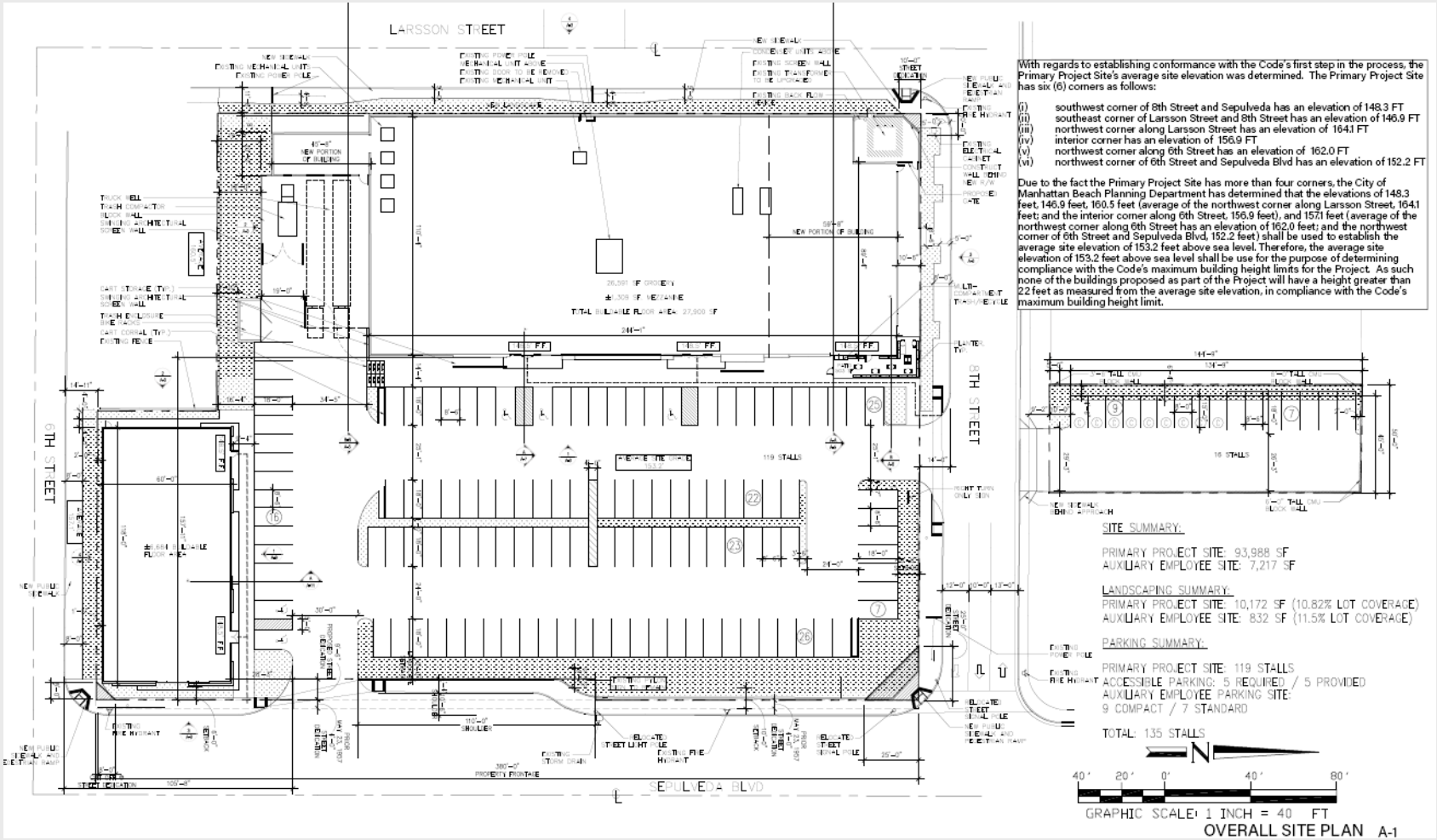
Existing 8th & Larsson View-Southeast



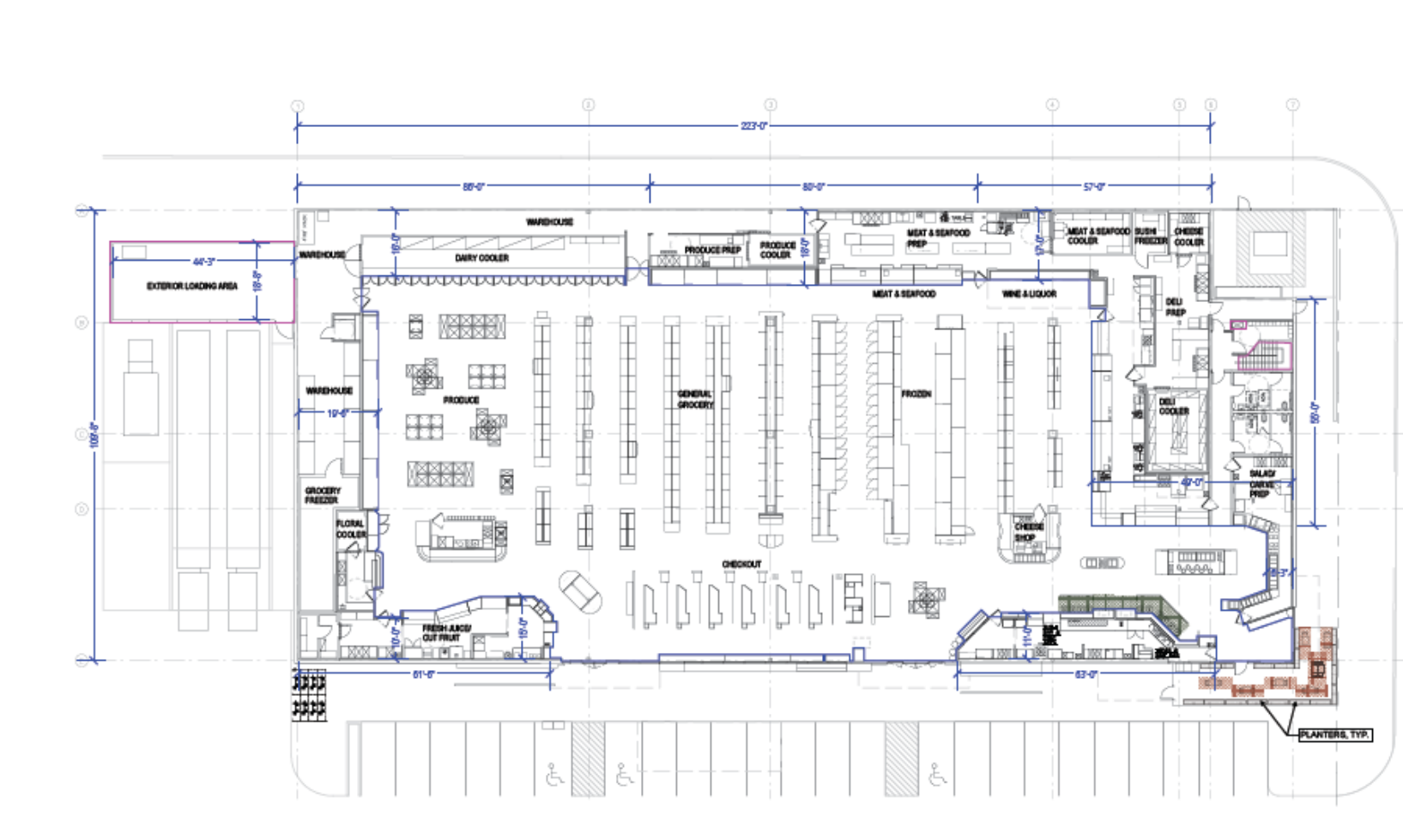
Existing 6th & Larsson View-Northeast

View Across Sepulveda-Southwest

Proposed Site Plan



Grocery Store Floor Plan



Grocery Store Rendering

Bank Building Rendering

Sepulveda/8th- Southwest Existing

Sepulveda/8th- Southwest Perspective

Traffic Comments

Traffic Impact Study Methodology

- Follows LA County CMP Guidelines
- Intersection Impact Analysis
- Worst Case Scenario-More Intense Than Proposed
- Incremental Increase – Less than Significant
- Example: Sepulveda Bl./8th Street
  - 125 New Trips = 7.5% Change in Intersection Capacity
  - 30% Reserve Capacity Before Signif. Impact (LOS-F)

Traffic Comments

Existing Use Trip Credit

- Baseline Traffic Counts – March and December 2014
- Existing Auto Repair Shop Open
- Trip Credit Subtracts Existing Trips from Baseline

Traffic Comments

Weekend Project Trips

- Supermarket Weekend Trip Generation Higher
  - 32 more weekend peak hour trips than weekday
- Bank closed = 85 fewer weekend trips
- Lower Overall Weekend Trip Generation
- Lower Weekend Peak Hour Street Volumes
- Worst Case Scenario = Weekday PM Peak Hour

Traffic Comments

Project Trip Distribution

- Follows LA County CMP Guidelines
- Southern California Subregional Distribution Tables
- City’s Circulation Plan
- Professional Engineering Practices
- Pass-by Trips = Existing Trips Diverted to Project Site

Traffic Comments

Summertime Traffic

- Traffic Counts During School Year Only, per LA County CMP Guidelines
- Typical Conditions, not Seasonal Fluctuations
- Not a Summer Recreational Land Use
- Beach-Oriented Traffic Does Not Peak During Commuting Hours
- Fewer Commuters During Summer

Traffic Comments

Hollywood Gelson's Comparison

- Parking Demand Using 5 Methods
  - City Parking Codes
  - ITE Parking Generation Rates
  - Comparable Gelson's Store Comparison
  - ITE Shared Parking Demand (Time of Day)
  - Gelson's Store Comparison Shared Parking Demand
- Parking Recommendation based on ITE Parking Demand, Not Hollywood Gelson's

Traffic Comments

Truck Trips

- ITE Trip Generation Includes Deliveries
- Site Designed to Accommodate Largest Trucks
- Delivery Route and Access Restricted in Resolution

Traffic Comments

Deceleration Lane

- 246’ Deceleration Lane Not Required by City/Caltrans
- 110’ Widened Shoulder Proposed – No Lane Striping
- Existing Widened Shoulders
  - El Pollo Loco = 89’ + Crimson Hotel = 204’
  - Panda Express = 78’
  - Proposed Skechers (Hermosa Beach) = 70’
- Existing Deceleration Lanes/Right Turn Pockets
  - Target = 153’, UCLA Medical = 20’ (Part of Marine Right Turn)

Traffic Comments

Northbound Left Turn Pocket at 8th Street

- Existing and Proposed Adaptive Signal Timing
- Variable Cycle Lengths During Peak Periods
- Future + Project Conditions = LOS-D
  - 20% Reserve Capacity for Higher Left Turn Volumes
- Longer Left Turn Arrow Based on Demand
- Adaptive Timing for Summer and Weekend Volumes

Traffic Comments

Signal Project at Sepulveda Bl./8th Street

- Project Approved by Caltrans and City
- Project Fully Funded
- Design 95% Complete
- Construction Scheduled for Summer 2017
- Completion Prior to Gelson's Opening

Traffic Comments

Southbound Safe Stopping Distance

- Caltrans Standard for 35 MPH = 250’
- Existing Sight Distance to 8th Street = 280 Feet
- Sight Distance to Proposed Driveway > 600 Feet
- Sepulveda Driveway Sight Distance Unimpeded

Traffic Comments

Caltrans Site Plan Review

- Project Meeting with Caltrans on July 9, 2015
- Caltrans Reviewed Pursuant to CEQA Public Review
- Caltrans Comments Submitted During Review Period
- Off-Site Public Improvements Subject to Caltrans Encroachment Permit Review Process

Traffic Comments

Truck Turning Radius

- Semi-Truck Trailer Combination (61’) Used
- On-Site Turning Radius Satisfactory
- On-Street Turning Radius Satisfactory
- Southbound Right Turns into 8th Street Prohibited in Resolution

Traffic Comments

Project Driveway Trips

- Driveway Trips = 5,317 per Day
  - Sepulveda Driveway = 2,233 Daily
  - 8th Street Driveway = 3,084 Daily
- AM/PM Driveway Trips = 322/422 Peak Hour
  - Sepulveda Driveway = 122/120 Peak Hour
  - 8th Street Driveway = 200/248 Peak Hour
- Roadway Trips = 3,062 New Daily Trips
  - 15% Reduction for Auto Repair Trip Credit
  - 27% Reduction for Existing Pass-By Trips

Traffic Comments

Neighborhood Traffic Impact

- No Street Volume CEQA Significance Threshold
- Local Resident Trips Through Neighborhood
- 3 Residential Intersections Studied
  - LOS = A = No Significant Impact
- 18% of Project Trips on Larsson St.
  - 16 AM Trips, 13 PM Trips, 550 per Day
- 15% of Project Trips on 6th and 8th Streets
  - 11 AM Trips, 11 PM Trips, 460 per Day
- Right Turn Only Restriction out of 8th Street Driveway

Traffic Comments

Pedestrian Safety

- New Sidewalks on All Frontages
- ADA Path Between Buildings and Sidewalks
- No Sidewalk/Bike Master Plan in Neighborhood

Traffic Comments

Traffic Collision Analysis

- 3.2 Reported Collisions / Year
- No Collisions Related to Proposed Site/Driveways
- City Signal Project to Reduce Left Turn Collision Potential
- Project Safety Improvements
  - Widened Shoulder for Right Turns
  - Remove Building on 8th Street Corner for Sight Distance
  - ADA Width Sidewalks on All Frontages

Traffic Comments

Relocate Bus Stop

- To Be Determined by Transit Operator after Completion

Traffic Comments

Parking Demand and Supply

- Multiple Parking Codes
  - Tables A + B = 171 Parking Spaces (10.64.030)
  - Collective Parking –Up to 15% Reduction (10.64.040)
  - Use Permit Parking Study with Findings (10.64.050)
- ITE Shared Parking Analysis = 135 Spaces
- Gelson’s Similar Store + Bank = 127 Spaces
- TE Recommendation = Minimum 135 Spaces

Traffic Comments

Neighborhood Parking Intrusion

- On-Site Parking Supply = Anticipated Demand
- Conservative Parking Analysis = Smaller Project
- Employee Parking Management Plan – C.O.A.
- Penalties and Corrective Measures – M.B.M.C.

Traffic Comments

Employee Parking

- 18 Employee Parking Spaces in North Lot
- Additional Parking in Main Lot after North Lot Full
- Parking Demand Study Includes Employees
- Employee Parking Management Plan – COA
- Penalties and Corrective Measures

Traffic Comments

Street Parking

- 8 Curb Spaces Removed on 8th Street
- 12 Curb Spaces Removed on Sepulveda Boulevard
- No Existing Curb Parking Demand
- No Expected Relocation of Parking
- Curb Parking Removed for Safety Reasons
  - Next to Commercial Driveways for Driver Visibility
  - At Intersections for Vehicle Turning Conflicts
- Curb Parking on Both Sides Typical in City

Traffic Comments

Site Parking Layout

- No Compact Spaces Except for Employee Lot
- Good Driveway Visibility for Parking Movements
- 1 Vehicle Maximum Queued at Driveways
- 30 feet Storage between Curb and 1st Parking Stall

Gelson's Market
Manhattan Beach
Environmental Review
CEQA Overview

Environmental Review – CEQA

Purpose – Informational Document

- Identifies potential impacts
- Requires feasible mitigation measures to reduce or avoid impacts
- Describes reasons why no impacts or why impacts are not significant

Significance Criteria – Environmental Checklist Form (Appendix G of CEQA Guidelines)

Gelson's – Project IS/MND

Notice of Intent to Adopt a Mitigated Negative Declaration publicly posted concurrent with release of Draft IS/MND

Draft IS/MND-Day 30-Day Public Review and Comment Period

- July 21 through August 22, 2016

Noticing and review period consistent with CEQA Guidelines 15072 and 15073

Gelson's – Project IS/MND

IS/MND Noticing Process

- IS/MND sent to State Clearinghouse
- Notices posted at Los Angeles County Clerk
- IS/MND materials posted on City's website
- Notices mailed to radius mailing list
- Notices mailed to parties requesting notice
- Notice published in the Beach Reporter
- Notice posted at the project site

IS/MND Analysis

Analyzed all environmental topic areas as required by CEQA (Appendix G)

IS/MND included technical reports and analysis for lighting, air quality, geotechnical, greenhouse gases, hazardous materials, hydrology, noise, traffic, and parking

Included detailed written responses to over 90 public comment letters on the IS/MND

IS/MND Analysis

In CEQA, impacts are either:

- Less than Significant
- Potentially Significant, but reduced to Less Than Significant with mitigation
- Significant and Unavoidable (significant impacts cannot be reduced through mitigation)

IS/MND Analysis

All Gelson's project impacts are either:

- Less than Significant
- Potentially Significant, but reduced to Less Than Significant with mitigation

There are no Significant and Unavoidable Impacts; therefore, CEQA requires an MND rather than an EIR

IS/MND Analysis

(Less Than Significant)

Aesthetics

Agriculture and Forestry Resources

Air Quality

Biological Resources (with mitigation)

Cultural Resources (with mitigation)

Greenhouse Gas Emissions

Geology and Soils
(with mitigation)

Hazards and Hazardous Materials
(with mitigation)

Hydrology/Water Quality

IS/MND Analysis

(Less Than Significant)

Land Use/Planning

Mineral Resources

Noise (with mitigation)

Population/Housing

Public Services

Recreation

Transportation/Traffic

Utilities/Service Systems

Mandatory Findings of Significance

Aesthetics (Lighting)

- Analyzed project's potential to impact visual character of area or introduce lighting or glare that would adversely affect neighborhood
- Lighting would comply with City standards set forth in MBMC 10.64.170 designed to protect nearby residential uses from undue glare
  - Prohibits up-lighting and/or flood lights, requires downward directed and shielded bulbs, limits maximum illumination levels
  - Requires approval of photometric plan to ensure compliance with City standards
  - Proposed lighting: 60% reduction from existing conditions

Noise

- Construction. Noise would be temporary, reduced by mitigation measures, comply with City construction time limits, and within acceptable levels per Noise Element.
- Operation. Modeled and analyzed noise from delivery trucks (including from back-up warning beepers), mechanical equipment, and outdoor dining
- All rooftop mechanical equipment must comply with City technical specifications and requirements to ensure noise reductions
- Noise would not exceed existing (ambient) noise levels in the area

IS/MND Analysis

Traffic and Parking Study

- Scoping Process with City to determine study intersections and methodology
- Analyzed project traffic on residential streets and Sepulveda Boulevard in accordance with City's significance threshold
- No significant traffic or parking impacts; therefore, no mitigation measures required

IS/MND Analysis

Traffic and Parking Study

- Parking
  - Peak parking demand is 135 spaces
  - Parking supply is 135 spaces
  - No parking spillover into residential neighborhoods

IS/MND Analysis

Traffic and Parking Study

- Site Access Review
  - Reviewed driveway locations, access restrictions, sidewalks and crosswalks
  - Turning radius analysis
- Conclusions
  - Site improvements adequate

Conclusion

- All traffic and parking impacts are Less than Significant
- All other impacts would be either Less than Significant or Potentially Significant, but reduced to Less Than Significant with mitigation
- There would be no unmitigated Significant impacts

Appeals

- Staff comments on appeals

Recommendation

- Conduct Public Hearing
- Discuss Project
- Direct Staff to prepare a Resolution adopting a Mitigated Negative Declaration and Mitigation Monitoring and Reporting Program and approving the project with conditions

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