

MANHATTAN VILLAGE SHOPPING CENTER
CITY COUNCIL OCTOBER 8, 2013 COMMENTS AND DIRECTION- BY KEY ISSUES
FOR 11-12-13 COUNCIL MEETING

KEY ISSUES- 1- PROJECT SITE PLAN/PLAZA/PARKING 2- PHASING/MARKET STRATEGY/TIMING 3- ENTITLEMENTS/ GENERAL/CEQA 4- MISCELLANEOUS CITY COUNCIL COMMENTS		
KEY ISSUES	REVISIONS/COMMENTS	P.C. 13-10 USE PERMIT
1- PROJECT SITE PLAN/PLAZA/PARKING		
PROJECT SITE PLAN <ul style="list-style-type: none"> • Upgrade and Refresh Site • Plans/Details-Provide more information <ul style="list-style-type: none"> • Scale • 2006 Application- What was the proposed square footage. PLAZA <ul style="list-style-type: none"> • Central Plaza-Create larger outdoor community gathering space/Plaza. • Community engagement- Create a “sense” of community; an enhanced community Center. 	<p>Plans revised to show complete site upgrade, further site enhancements and project details. Architecture, fountains, landscaping, pavement, lighting, tower element, outdoor furniture and pedestrian/bike/transit improvements included throughout site. Review through preliminary plan check process will ensure quality design and materials. The project will incorporate sustainable features to LEED silver certification standards.</p> <p>Applicants proposed modifications letter dated November 1, 2013- 1. Site Plan</p> <p>Size and height of new buildings are consistent with the existing buildings on the site. Phase III will evaluate the scale, square footage, and design of that component of the project.</p> <p>The original 2006 application proposed 136,300 SF (net new), about 3,000 SF more than the current proposed 133,389 square feet (net new).</p> <p>Applicants proposed modifications letter dated November 1, 2013- 1. Site Plan</p> <p>Plans revised to show larger improved community gathering space. Outdoor Central Plaza created in Village Shops by pushing North parking structure 55 feet to the north. Plaza is 100 feet wide by 180 feet long, similar to the scale of Metlox Plaza at 80 feet wide by 160 feet long. The walkways are also similar in scale at 30 to 35 feet in width compared to Metlox at 20 to 35 feet in width. Plaza area to be programed with Community Events-music, festivals, art. Opportunity to close Cedar Way between Mall and Village Shops to create pedestrian area for larger Special Events. Clock Tower element at Building “D” creates and defines a central focal point for the Plaza, as well as a fountain/water feature.</p> <p>Applicants proposed modifications letter dated November 1, 2013- 1. Site Plan</p>	<p>Conditions #1, 10, 11, 13, 14, 15, 33, 34, and 35.</p> <p>Conditions #1, 13, 14, 15, 16, and 17.</p> <p>Conditions #10, 13, 17 and 31</p>

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1- PROJECT SITE PLAN/PLAZA/PARKING		
PARKING <ul style="list-style-type: none"> • Parking Structures- Location of Phase I structures. • Northwest corner (Phase III)- Provide more subterranean parking. • Safety-Provide well lit, open and high ceilings in structures. 	<p>Plans revised to show North parking structure in Phase I, Village Shops, moved 55 feet to the north. Layout of parking space reoriented to provide direct access to 170 surface parking spaces directly across from 3500 Sepulveda. More surface parking north of North parking structure for 3500 Sepulveda.</p> <p>Applicants proposed modifications letter dated November 1, 2013- 1. Site Plan</p> <p>Plans revised to reorient buildings on northwest corner to allow future opportunities to expand subterranean parking. Future Site Plan Review through Planning Commission to evaluate opportunities is required.</p> <p>Applicants proposed modifications letter dated November 1, 2013- 1. Site Plan</p> <p>Subterranean parking required to have minimum 15 foot vertical clearance. Above ground structures designed with open layout to allow natural surveillance, enhanced visibility and natural light. Size of parking structures range from 100 to 185 spaces per level. Cameras, security lighting, and emergency communication required in all parking areas. As a comparison, the Metlox parking structure interior vertical clearance is 8 to 10 feet, and the structure provides 200 to 260 parking spaces per level.</p>	<p>Condition # 15</p> <p>Conditions # 28, 30 and 31</p>

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2- PHASING/MARKET STRATEGY/TIMING		
PHASING <ul style="list-style-type: none"> Phasing- Tie all 3 Phases together, and/or complete connection to Rosecrans Avenue first. Provide details, coordination and timing. 	<p>Plans revised to show Cedar Way extended to connect to Rosecrans Avenue with Phase II, Macy's expansion, instead of Phase III. In order to guarantee the construction of the public improvements, and the Veterans Parkway connections and improvements, the City will be provided with financial security. The security will be provided prior to construction of Phase I, Village Shops.</p> <p>Applicants proposed modifications letter dated November 1, 2013- 3. Traffic Improvements and 5. Extension of Cedar Way to Rosecrans</p>	<p>Conditions # 13-15 and 39-50.</p>
MARKET STRATEGY	<p>The City's Economic consultant has indicated that the existing Mall leaves limited opportunity for existing tenants to expand and for new tenants to occupy the site, and proposed expansion will meet these needs. The applicant has expressed their need to strengthen their position in the commercial marketplace by refreshing the interior of the Mall and adding new open-air retail space. The consolidation of Macy's and tying the Northwest corner with the rest of the site is key to the future of this Center. Other South Bay commercial centers are upgrading and there is a window of opportunity to enhance the site.</p> <p>Applicants proposed modifications letter dated November 1, 2013-2. Permitted Uses in Conditions of Approval</p>	<p>Conditions #15 and 18.</p>
TIMING	<p>Scheduled for Phase I completion 2015, Phase II completion 2016 and Phase III completion 2017. The Master Use Permit approval is for four years, with the possibility of extensions providing the owner flexibility with the Phasing.</p>	<p>Conditions #2 and 15.</p>

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3- ENTITLEMENTS/GENERAL/CEQA		
ENTITLEMENTS <ul style="list-style-type: none"> 3500 Sepulveda- Owners agreement/approval of application desired Appeals Pursue possibility of Development Agreement 	<p>Plans and conditions revised to address 3500 Sepulveda owners concerns. If 3500 Sepulveda owner withdraws application then current Use Permit will remain in effect. The 3500 Sepulveda building owner desires flexibility to allow Medical/Dental uses and banks. These uses are now proposed to be allowed in the entire building; up to 16,000 SF of interior converted space, with a limit of 2,000 SF for any bank. New restaurants up to 89,000 SF in Phase I and II, with the potential for an additional 20,000 SF in Phase III, as evaluated in the EIR.</p> <p>Applicants proposed modifications letter dated November 1, 2013-1. Site Plan and 2. Permitted Uses in Conditions of Approval</p> <p>Appeals were filed by the applicants (3500 Sepulveda LLC and RREEF) and the City Council. The public hearing process addresses the appeals. The required facts and findings related to the appeals will be included in the Resolution based on the City Council direction and decision.</p> <p>Applicants proposed modifications letter dated November 1, 2013- Modifications 1 thru 5.</p> <p>The Master Use Permit approval is for four years, with the possibility of extensions providing the owner flexibility with the Phasing. To guarantee the construction of the public improvements, the City will be provided with financial security. The security will be provided prior to construction of Phase I, Village Shops.</p> <p>Applicants proposed modifications letter dated November 1, 2013- 3. Traffic Improvements.</p>	<p>Conditions # 13-15, and 39-50.</p>

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CONDITIONS <ul style="list-style-type: none"> Oak Avenue cut-thru Traffic Bars and Health Clubs- Should not be allowed. Bus terminal- Proposed Dog Park 	<p>The applicant will fund the cost of a Study to evaluate traffic issues in the Oak Avenue area and the monitoring of any improvements, up to \$20,000. The City will bear the cost of the improvements. Applicants proposed modifications letter dated November 1, 2013-4. Funding of Oak Avenue Traffic Study</p> <p>Conditions prohibit Health Clubs and Bars</p> <p>No bus terminal proposed; only a transit stop on Fashion Boulevard near Cedar Way at Macy's</p> <p>Use and design of the area will be determined by the City Council at a later date.</p>	<p>Condition #18</p> <p>Condition #51</p> <p>Conditions #10 and 17.</p>

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CEQA <ul style="list-style-type: none"> • Construction Management Parking and Staging Plan- • SCE- Verify Edison has the ability to serve the site • Equivalency Program- Requested more information. • Hotel- Is it feasible • Theater- Small “art” theater in back parking lot • Prior Traffic Studies- Provide copies • Prior Site Plans- Provide copies from several years back 	<p>Plan provided in EIR and on page 58 of Traffic Report with a month by month phasing plan, mitigation measures and conditions.</p> <p>EIR evaluated electrical availability, consulted with SCE representatives and determined that capacity is adequate to serve the site. Detailed plans and permits will be required through plan check process.</p> <p>A detailed discussion of the Equivalency Program is included in the EIR.</p> <p>This land use was not evaluated in the EIR, and further environmental analysis would be required.</p> <p>This land use was not evaluated in the EIR and further environmental analysis would be required. The applicant has stated that the use is not financially feasible</p> <p>The EIR includes 2008 and 2011 traffic studies.</p> <p>Plans from 2008-2009 are posted on the City website under the EIR Scoping link.</p>	<p>Condition #49</p> <p>Condition #17.</p> <p>Condition #18.</p> <p>Condition #18.</p> <p>Condition #18</p>

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4- MISCELLANEOUS CITY COUNCIL COMMENTS		
Prior Railroad ROW- Is old ATSF railroad ROW required to be open space per deed restriction	The City Attorneys review of the recorded agreement indicates that there are no restrictions.	
Issues- Circulation, parking, traffic, soil condition, security, bulk, density	All of these issues are addressed in the EIR.-	
Level of Service (LOS) Traffic standards- When did City adopt; start using this standard?	Los Angeles County adopted the standards 10-15 years ago and the City then followed with adoption.	
Response to Late Comments- Provide at next meeting.	The public hearing must be closed before responses can be completed in order to completely address all comments.	
Consultant contracts and Reimbursement Agreements – Provide copies of documents	All of the documents are posted on the City website. Updated Contract Amendments are scheduled to go to the City Council on 11/19/13. The following is a list of the consultant contracts and City Council approval dates. RREEF reimburses the City the entire cost of the EIR consultants. Kosmont is currently the City's consultant and the City is funding that consultant. PCR- (EIR)- 12/5/06 and 12/2/08 Matrix- (EIR) 4/6/10, 9/12/11 and 12/20/11 Traffic (EIR) - 1/6/09 and 7/6/10 Ninyo & Moore-Hazards –(EIR) 5/27/11 Kosmont- Economic- 7/27/12, 9/17/12 (Staff) and 10/16/12	
Variance- Building height proposed to match non-conformities.	The Variance findings are in the Resolution pages 18-20. The majority of new commercial development along Sepulveda Boulevard requires a Variance, examples include: Rite Air, Walgreens, and Wells Fargo.	