

April 22, 2021

Manhattan Beach City Council
City of Manhattan Beach
1500 Highland Ave.
Manhattan Beach, CA 90266

Re: Plan Revisions
600 S. Sepulveda Blvd.

Dear Madam Mayor and Honorable Members of the City Council:

I wish to thank the City Council for having the patience to consider our project thoroughly and to give us the time to make some modifications to our application. We are very pleased with the outcome. I wanted to summarize those modifications for you:

- 1) We **increased significantly the building setback** from Chabela while creating a more visual articulation of that building elevation including:
 - a. Moved the building facade to the west **an ADDITIONAL 11'-0"** at the entire ground floor level (as well as selected upper floor locations) from the previous setback of 17'-0" to the new setback of 28'-0" for rooms using the "single king" room configuration, and
 - b. Moved the building facade to the west **an ADDITIONAL 7'-6"** in certain locations on upper floors from the previous setback of 17'-0" to the new setback of 24'-6" using the "double queen" room configuration.
- 2) We widened the planter along the city sidewalk on Chabela from 3'-0" to 5'-0" clear to accommodate additional planting area for bamboo (or other trees, if preferred by the City Council).
- 3) We **added window screening on all third-floor rooms** to minimize view impacts to and from rooms facing Chabela and to match those already provided on the fourth floor.
- 4) We **lost one hotel room** completely and moved another three (3) hotel rooms to stack above the trash/refuse area (floors 2, 3 and 4).
- 5) We **reduced the ground floor retail area by 808 sf** from 6,893 sf to 6,085 sf.
- 6) We **reduced the second-floor office area by 960 sf** from 9,375 sf to 8,415 sf.
- 7) We **did not lose any parking spaces.**

I have attached as Exhibit "A" to this letter an overlay of the building cross-section "before and after" illustrating exactly how the building elevation facing Chabela has shifted. As you can see, not only does this modification provide further separation from neighbors to the east and more planting for a visual barrier, but we provide additional light and natural ventilation for the lower-level parking providing an unequalled visitor experience.

We believe privacy concerns have been addressed by adding the window screening on the third floor (to match the window screening already provided on the fourth floor) as well as moving the building further from Chabela. Therefore, the specific privacy concerns prompting our recommendation to plant the dense, fast-growing Giant Timber Bamboo may no longer be applicable. Since there have been public comments stating a preference for trees vis-à-vis bamboo and we now have a planting area widened to 5 feet, we can recommend an alternative decorative tree in lieu of the bamboo if the Council so desires. I have attached as Exhibit "B" a tree recommended by our landscape architect to substitute as an alternative. The *Arbutus Marina*, or commonly known as the Strawberry Tree with a 36" box and planted at 20' on center, is an appropriate substitute. Our preference remains, however, the Giant Timber Bamboo, or *Bambusa Oldhamii*, for its aesthetic and landscape design purposes.

As you can see, these modifications positively impact the project and do not create any conflict with our application under the terms of CEQA. I want to thank Community Development Director Tai, Planning Manager Mirzakhania and Associate Planner Fatuross for their diligent efforts and thorough attention as we have made these modest but very positive modifications to our plan. I look forward to your concurrence and affirmative support of our project.

Sincerely,

Jan A. Holtze
Agent on behalf of the Applicant



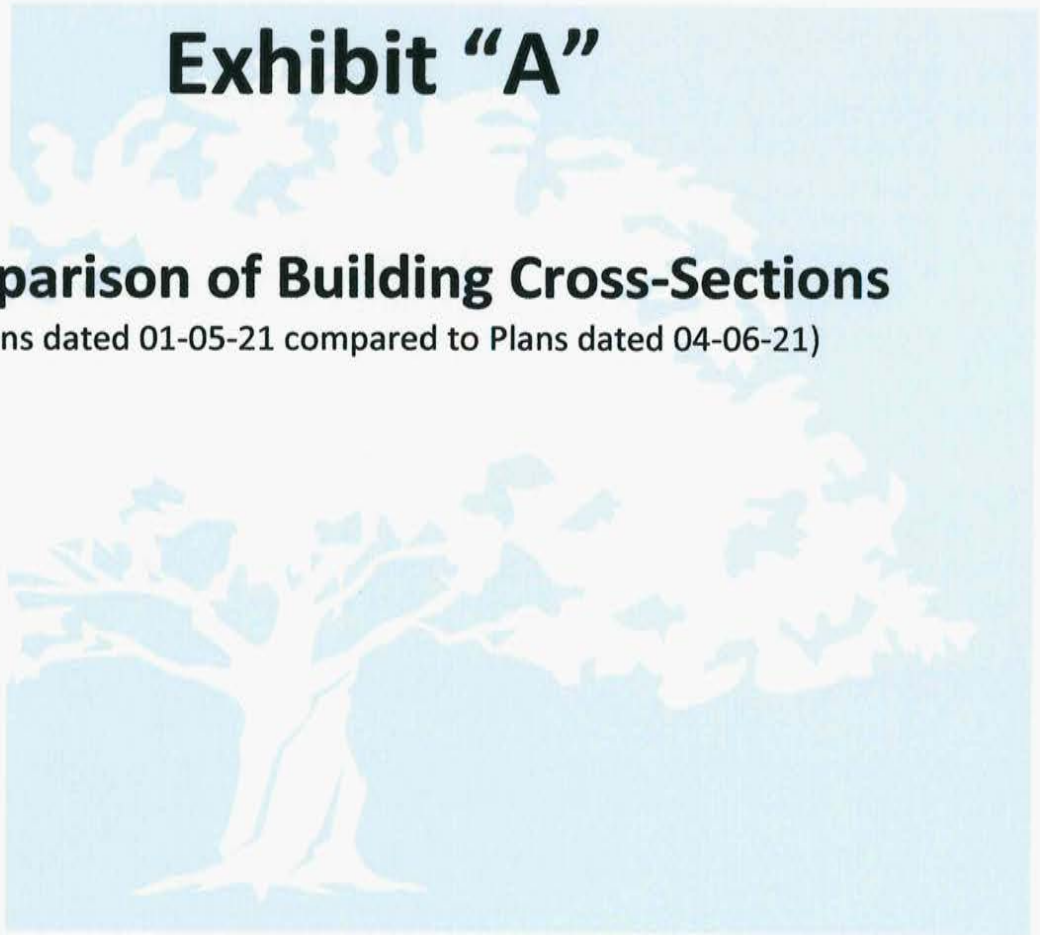
PROPERTIES, LLC

liveOAK

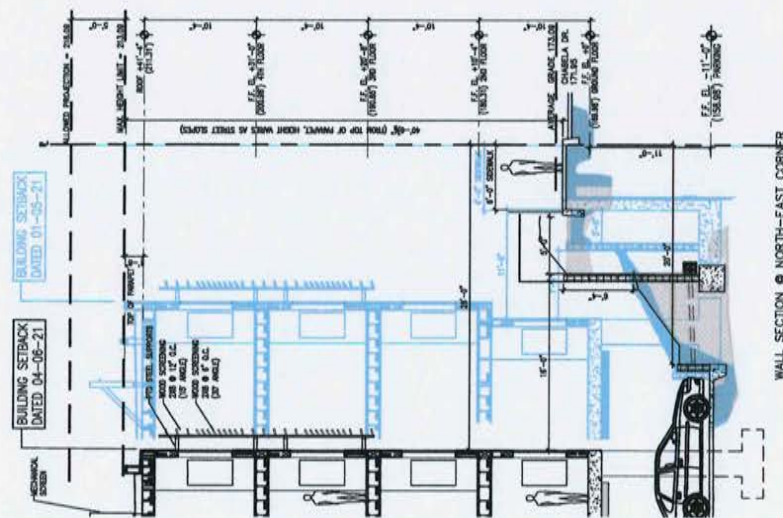
Exhibit “A”

Comparison of Building Cross-Sections

(Plans dated 01-05-21 compared to Plans dated 04-06-21)



PROPERTIES, LLC



ENLARGED WALL SECTION:WA-3 (overlay)

ENLARGED WALL SECTION (overlay)

DATE: APR. 6, 2021
JOB NO.: 18543
SHEET NO.: 23a

liveOAK

Exhibit "B"

Alternative Recommendation for Chabela Trees

(Arbutus Marina, or Strawberry Tree)



PROPERTIES, LLC



Tree Characteristics

Erect or Spreading with a Low Canopy.

Rounded, Spreading or Vase Shape.

Has Evergreen foliage.

Height: 40 - 50 feet.

Width: 40 feet.

Growth Rate: 12 to 24 Inches per Year.

Longevity 50 to 150 years.

Leaves Elliptic, Green, No Change, Evergreen.

Flowers Showy. Pink or Rose. Flowers in Fall, Winter, Spring or Summer. Has perfect flowers (male and female parts in each flower).

Prolific, Red or Yellow Berry, Small (0.25 - 0.50 inches), fruiting in Fall or Winter Wildlife use it.

Bark Red Brown, Exfoliating or Smooth.

Shading Capacity Rated as Moderately Dense in Leaf.



Responses to Traffic and Parking Comments

To: Mr. Erik Zandvliet, City Traffic Engineer
Mr. Ted Fatuross, Assistant Planner
City of Manhattan Beach

From: Pranesh Tarikere, PE
Jason Melchor, PE

Date: April 22, 2021

Subject: Response to Traffic Comments – Manhattan Beach Hotel Project
600 S. Sepulveda Boulevard, Manhattan Beach, CA

Kimley-Horn is pleased to submit the following traffic and parking responses to the comment letters, dated February 2, 2021 and provided to City Council in regard to the Manhattan Beach Hotel project (the Project). The proposed use best fits the description of a Business Hotel as described in the ITE Trip Generation and Parking Generation manuals. Specifically, this memo provides reasoning for the use of ITE Land Use Code 311 All-Suites Hotel in lieu of ITE Land Use Code 312 Business Hotel in the traffic analysis.

Traffic Generation Rates

Trip Generation Rate Comparison for All-Suites Hotel (311) and Business Hotel (312) per available room based on ITE Trip Generation Manual, 10th Edition are shown below:

Avg. Rate per Available Room	Daily	AM	PM
All Suites Hotel (311)	4.46 (6 studies)	0.34 (8 studies)	0.36 (9 studies)
Business Hotel (312)	4.02 (10 studies)	0.39 (18 studies)	0.32 (23 studies)

The daily and PM peak hour trip generation for All-Suites Hotel (311) is higher than the Business Hotel (312). The AM peak hour rate is higher for the Business Hotel, however, the PM peak hour trips for All-Suites Hotel represent the worst case scenario for potential traffic impacts in any scenario (whether considering 311 or 312 or AM or PM peak traffic) since the percent increase in volume-to-capacity ratio is highest for the All-Suites Hotel (311) in the PM peak hour (1.2% in PM peak hour as compared to 0.8% in the AM peak hour analysis).

The relevant pages from the ITE Trip Generation Manual are attached to this memo.

As shown in the table above, the evening peak hour rate for the All Suites Hotel (311) is higher than the rate for a Business Hotel (312). Therefore, the rate for All Suites Hotel (311) was chosen for the traffic analysis in the Scoping Agreement, dated March 10, 2020 and approved by the City.

As previously stated, the highest increase in volume-to-capacity ratio, which is used to measure potential project impact is 0.8% in AM peak hour and 1.2% in PM peak hour, which is substantially lower than the 2% threshold for significant impact per City's guidelines. Conversely, the anticipated project impact would be lower if Business Hotel (312) rates were to be used in the traffic analysis.

The qualitative VMT analysis is based on daily trip generation. Using All-Suites Hotel (311) rates provides a more conservative daily trip generation as compared to a Business Hotel (312) for VMT analysis. In other words, the daily trip generation and in turn CEQA VMT impact would be lower than what has been presented in the traffic study if Business Hotel (312) rates are used.

In conclusion, use of the trip generation rates for All Suites Hotel (311) provides a result with the greater calculated impact to traffic in terms of the peak hour project trips in the traffic analysis and the daily trips as evaluated in the qualitative VMT analysis.

Parking Generation Rates

The proposed use is a Business Hotel and the rate used in the parking study is therefore appropriate. Further, the ITE Parking Generation Manual does not provide a parking rate per available room for an All-Suites Hotel, but only provides parking rate per occupied room. The difference between the two measures is subject to assumptions on average occupancy not provided in the ITE Manual. Parking Generation Rate Comparison per available room for All-Suites Hotel (311) and for Business Hotel (312) based on ITE Parking Generation Manual, 5th Edition is shown below:

	Parking Rate per Available Room
All Suites Hotel (311)	Data Not Available
Business Hotel (312)	0.72 (11 studies)

All Suites Hotel (311)

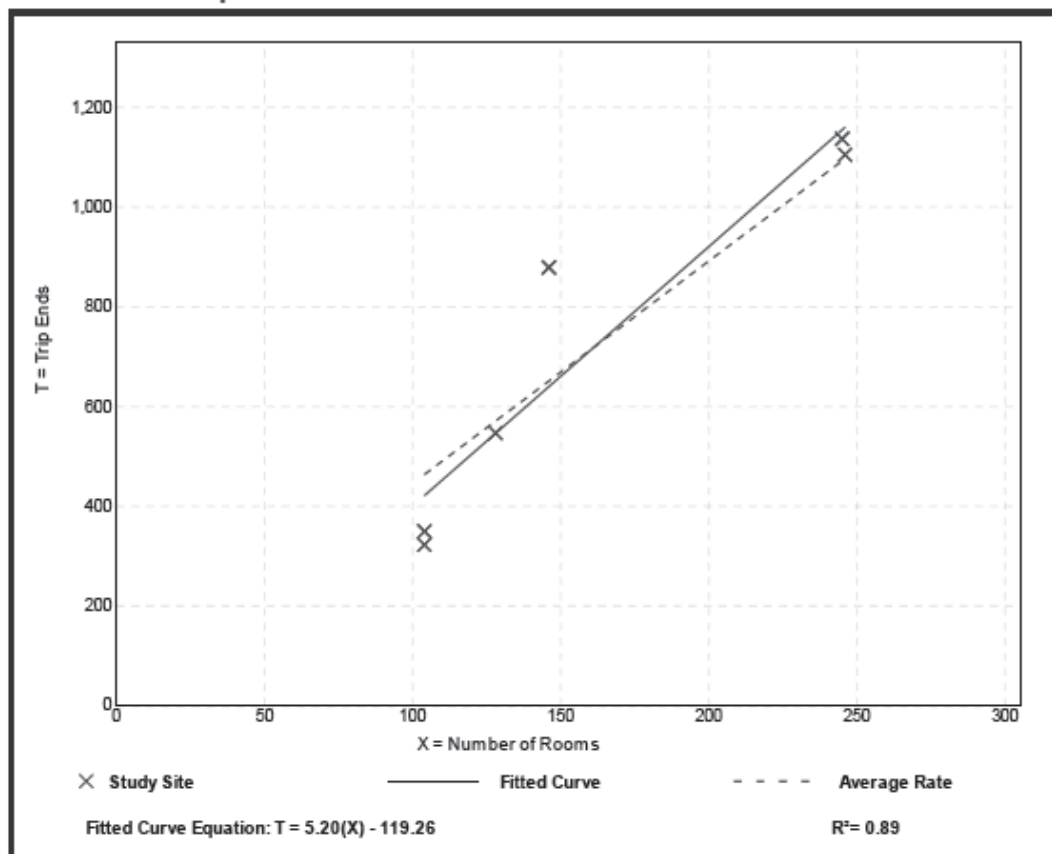
Vehicle Trip Ends vs: Rooms
On a: Weekday

Setting/Location: General Urban/Suburban
Number of Studies: 6
Avg. Num. of Rooms: 162
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Room

Average Rate	Range of Rates	Standard Deviation
4.46	3.11 - 6.02	0.92

Data Plot and Equation



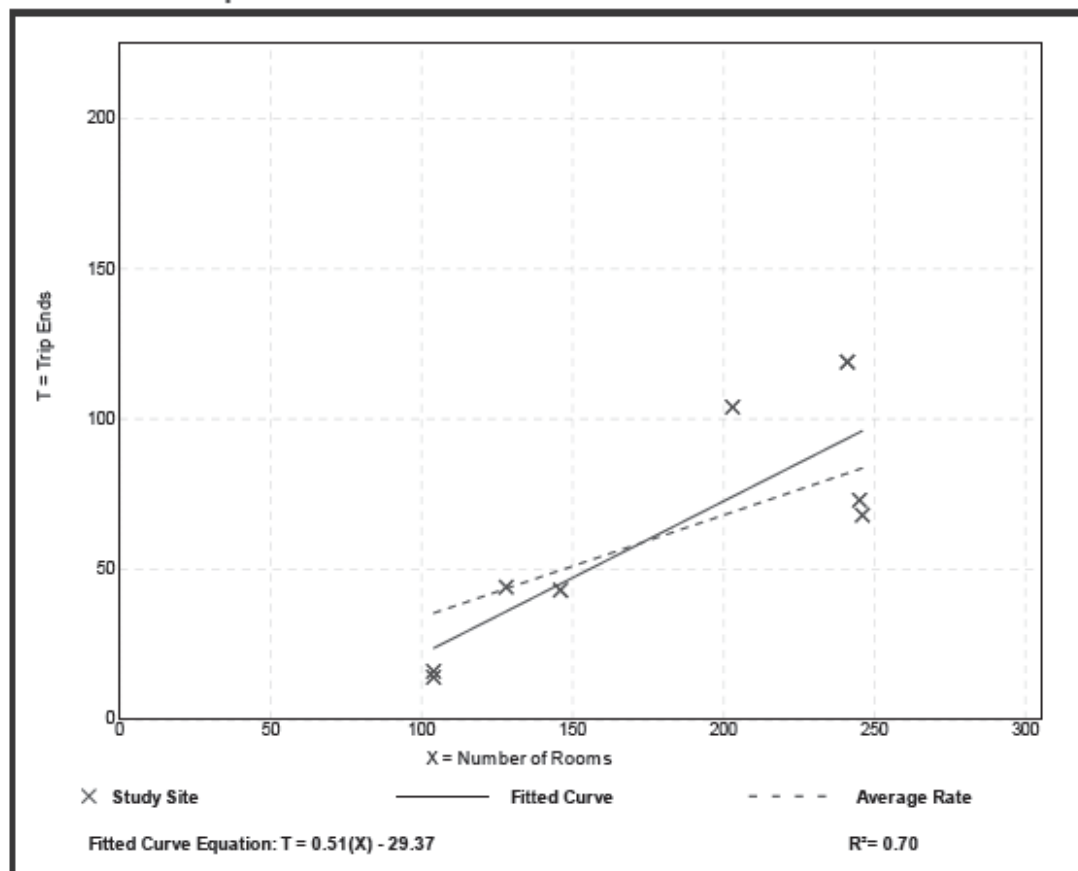
All Suites Hotel (311)

Vehicle Trip Ends vs: Rooms
 On a: Weekday,
 Peak Hour of Adjacent Street Traffic,
 One Hour Between 7 and 9 a.m.
 Setting/Location: General Urban/Suburban
 Number of Studies: 8
 Avg. Num. of Rooms: 177
 Directional Distribution: 53% entering, 47% exiting

Vehicle Trip Generation per Room

Average Rate	Range of Rates	Standard Deviation
0.34	0.13 - 0.51	0.13

Data Plot and Equation



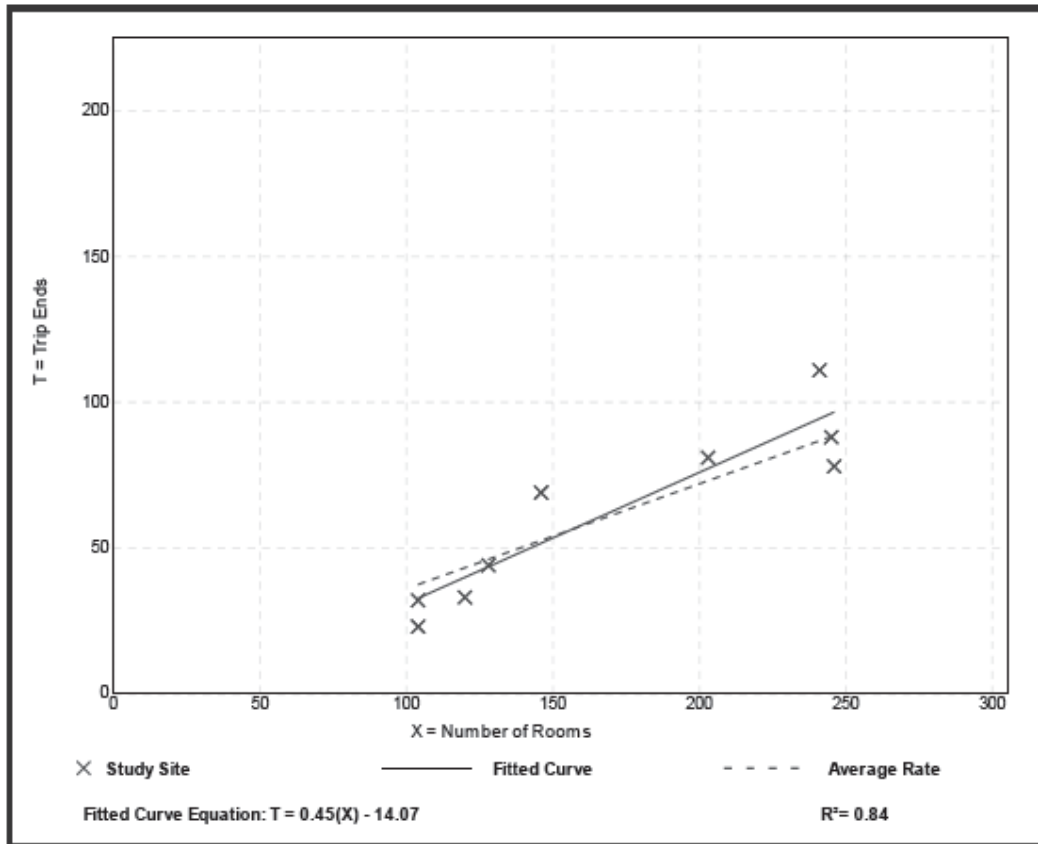
All Suites Hotel (311)

Vehicle Trip Ends vs: Rooms
 On a: Weekday,
 Peak Hour of Adjacent Street Traffic,
 One Hour Between 4 and 6 p.m.
 Setting/Location: General Urban/Suburban
 Number of Studies: 9
 Avg. Num. of Rooms: 171
 Directional Distribution: 48% entering, 52% exiting

Vehicle Trip Generation per Room

Average Rate	Range of Rates	Standard Deviation
0.36	0.22 - 0.47	0.08

Data Plot and Equation



Business Hotel (312)

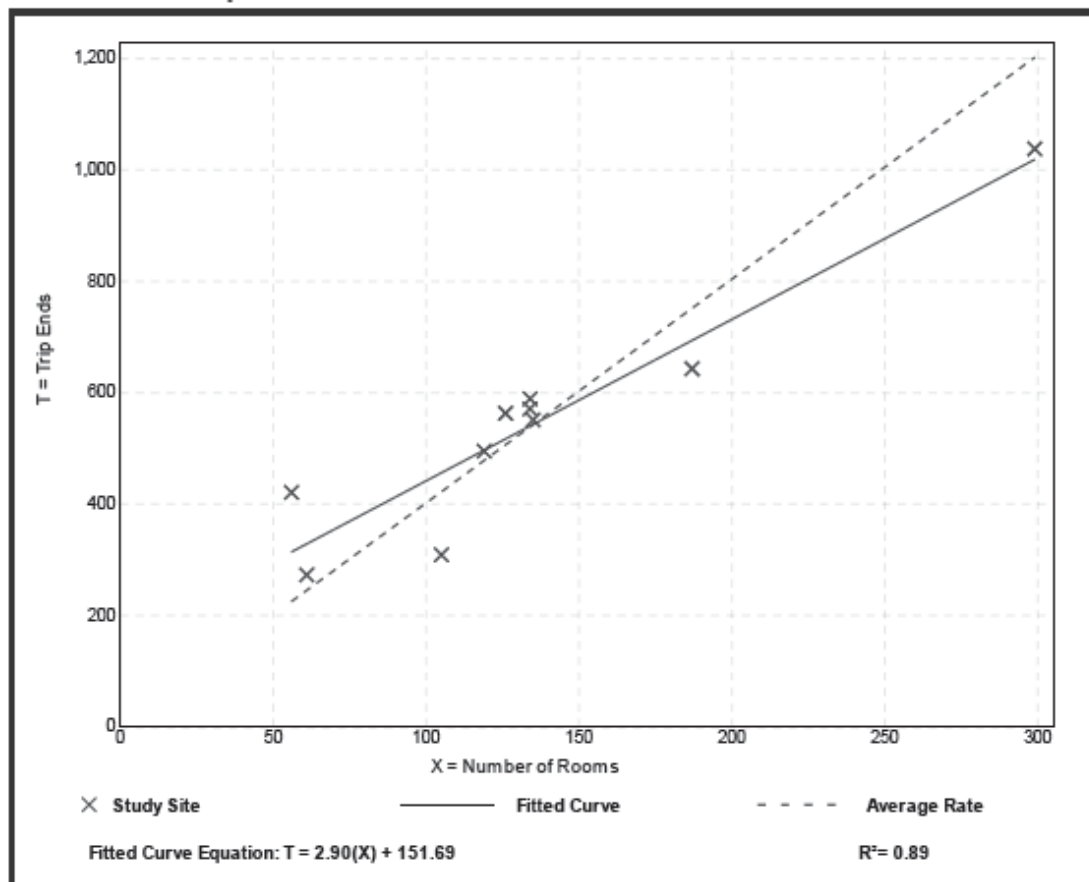
Vehicle Trip Ends vs: Rooms
On a: Weekday

Setting/Location: General Urban/Suburban
Number of Studies: 10
Avg. Num. of Rooms: 136
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Room

Average Rate	Range of Rates	Standard Deviation
4.02	2.94 - 7.52	0.92

Data Plot and Equation



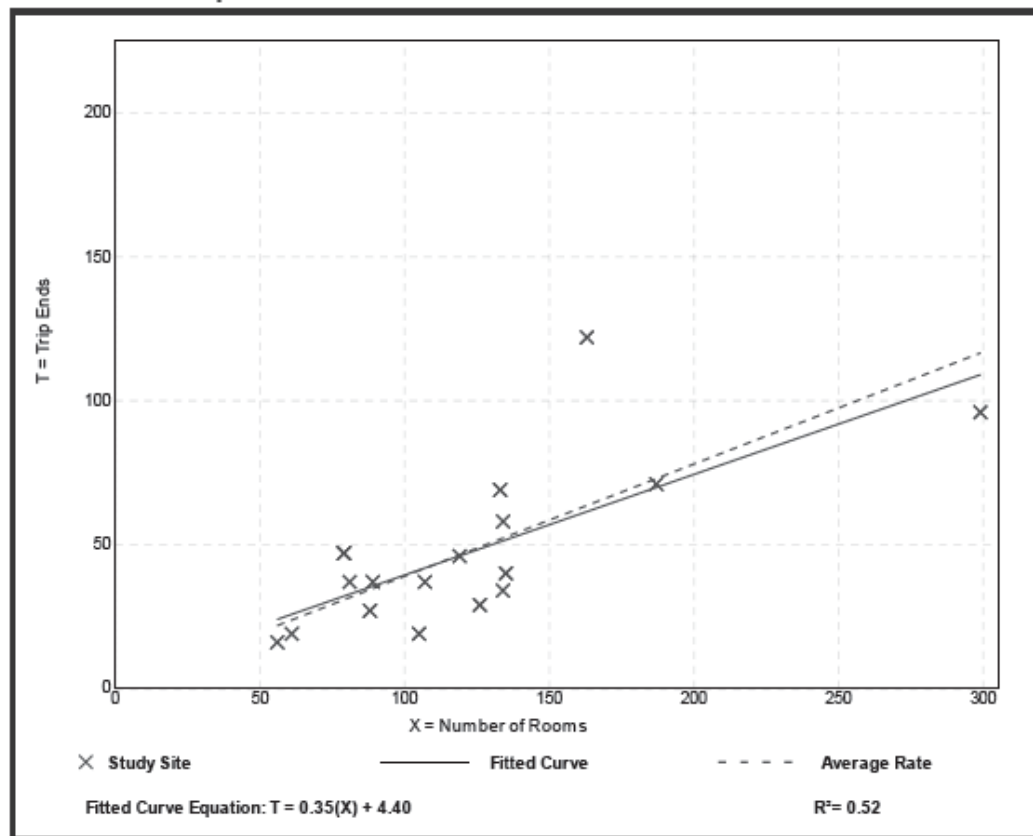
Business Hotel (312)

Vehicle Trip Ends vs: Rooms
 On a: Weekday,
 Peak Hour of Adjacent Street Traffic,
 One Hour Between 7 and 9 a.m.
 Setting/Location: General Urban/Suburban
 Number of Studies: 18
 Avg. Num. of Rooms: 121
 Directional Distribution: 42% entering, 58% exiting

Vehicle Trip Generation per Room

Average Rate	Range of Rates	Standard Deviation
0.39	0.18 - 0.75	0.15

Data Plot and Equation



Business Hotel (312)

Vehicle Trip Ends vs: Rooms
 On a: Weekday,
 Peak Hour of Adjacent Street Traffic,
 One Hour Between 4 and 6 p.m.
 Setting/Location: General Urban/Suburban
 Number of Studies: 23
 Avg. Num. of Rooms: 119
 Directional Distribution: 55% entering, 45% exiting

Vehicle Trip Generation per Room

Average Rate	Range of Rates	Standard Deviation
0.32	0.15 - 0.59	0.11

Data Plot and Equation

