

CITY OF MANHATTAN BEACH

DOWNTOWN SPECIFIC PLAN

INITIAL STUDY/MITIGATED NEGATIVE DECLARATION

Prepared for:

CITY OF MANHATTAN BEACH
1400 HIGHLAND AVENUE
MANHATTAN BEACH, CA 90266

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ENVIRONMENTAL CHECKLIST FORM

1. **Project title:** City of Manhattan Beach Downtown Specific Plan and Local Coastal Program Amendments
2. **Lead agency name and address:** City of Manhattan Beach
1400 Highland Avenue
Manhattan Beach, CA 90266
3. **Contact person and phone number:** Marisa Lundstedt, Community Development Director, (310) 802-5503
4. **Project location:** The proposed Specific Plan covers the Downtown area of Manhattan Beach, which is located in Los Angeles County. The proposed Specific Plan area is situated in the central western portion of the city adjacent to the Manhattan Beach Pier and within the city's Coastal Zone. The Plan area encompasses approximately 40 blocks covering 51.62 acres and is bounded by 15th Street to the north, Ardmore Avenue to the east, 8th, 9th, and 10th Streets to the south, and The Strand to the west. The Local Coastal Program (LCP) Amendments include the City's entire Coastal Zone. The project location is shown in **Figure 1** and the Proposed Coastal LCP Land Use Policy and General Plan Land Use Policy Maps are shown in **Figures 2 and 3**, respectively.
5. **Project sponsor's name and address:** City of Manhattan Beach
1400 Highland Avenue
Manhattan Beach, CA 90266
6. **General Plan designation:** Includes General Plan Land Use Policy Map and Local Coastal Plan Land Use Policy Designations Map

Downtown Specific Plan Area:
High Density Residential
Downtown Commercial
Parks/Open Space
Public Facilities

Coastal Zone Area:
Medium Density Residential
High Density Residential
Local Commercial
Downtown Commercial
North End Commercial

Parks/Open Space

Public Facilities

Additionally there are revisions to the Local Coastal Program Land Use Policy Map (LUP) proposed for consistency with the adopted General Plan. The proposed revisions also reconcile the designation nomenclature between the General Plan and the Coastal Program and Plan.

7. Zoning:

Includes Municipal Code Zoning Designations and Map and Local Coastal Plan Coastal Zone Zoning Designations and Map.

Downtown Specific Plan Area:

D-8- Design Review Downtown Specific Plan

Residential High Density

Downtown Commercial

Open Space

Public and Semi-Public

Coastal Zone Area:

D-8- Design Review- Downtown Specific Plan

Residential Medium Density

Residential High Density

Local Commercial

Downtown Commercial

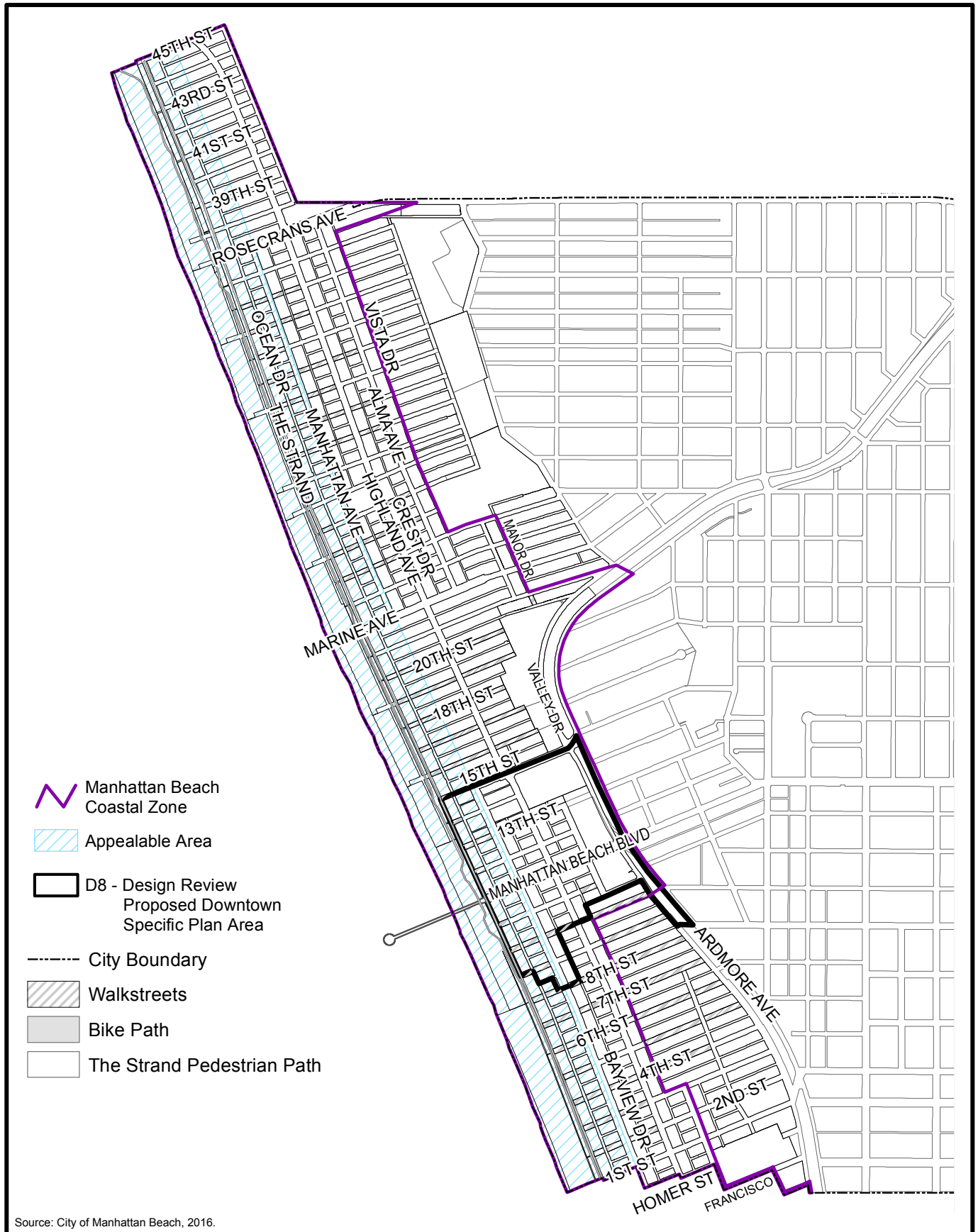
North End Commercial

D-5- Design Review- North End Commercial

Open Space

Public Facilities

Additionally there are proposed revisions to the Local Coastal Program Zoning Map Zoning designations for consistency with the City's adopted Municipal Code Zoning designations and Map. The proposed revisions also reconcile the designation nomenclature between the Municipal Code and Coastal Program and Plan.

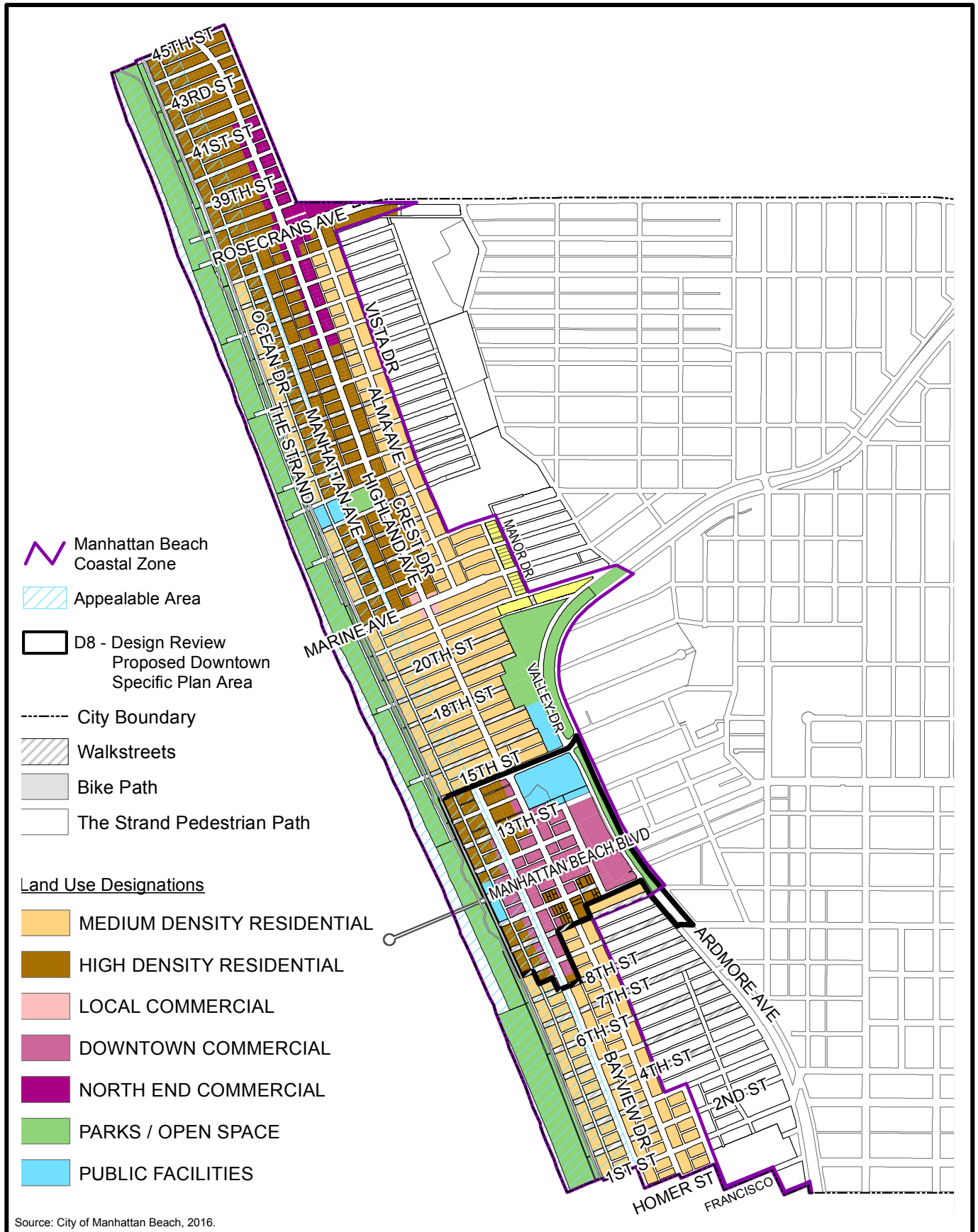


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FIGURE 1
Project Location - Downtown Specific Plan &
Local Coastal Program Amendment Project Area

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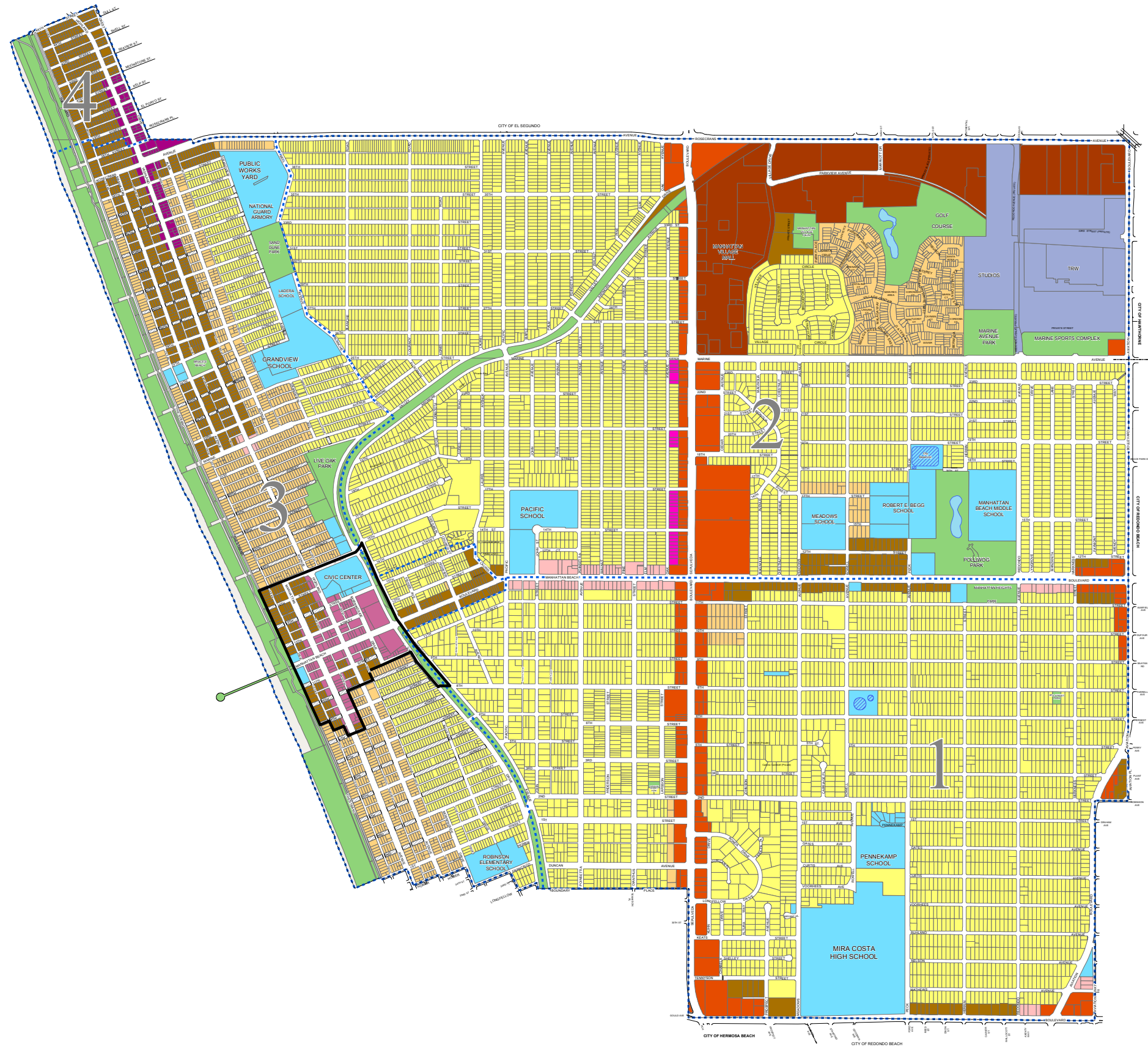
FIGURE 2
Proposed - Coastal LCP Land Use Policy Map

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Land Use Designations

- LOW DENSITY RESIDENTIAL
- MEDIUM DENSITY RESIDENTIAL
- HIGH DENSITY RESIDENTIAL
- LOCAL COMMERCIAL
- GENERAL COMMERCIAL
- DOWNTOWN COMMERCIAL
- NORTH END COMMERCIAL
- MANHATTAN VILLAGE
- MIXED-USE COMMERCIAL
- INDUSTRIAL
- PARKS / OPEN SPACE
- PUBLIC FACILITIES
- Bike Path
- The Strand Pedestrian Path
- City Boundary
- Walkstreets
- Area District Boundaries
- Downtown Specific Plan Area*



Source: City of Manhattan Beach, 2016.

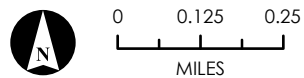


FIGURE 3
Proposed - General Plan Land Use Policy Map

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8. Project background:

The City of Manhattan Beach Downtown Specific Plan (proposed Specific Plan; Plan) is the result of a two-year, multiphase comprehensive outreach, design, and planning process. In order to strike a balance between new professional uses, such as banks and offices, encroaching on the Downtown's ground-floor tenant spaces traditionally occupied by retailers and restaurants, the City Council directed staff in October 2013 to review the City's commercial regulations for the Downtown. Based on staff's findings and recommendations of the Urban Land Institute's (ULI) Advisory Services Panel Report for the City (ULI 2015), the City Council determined it was appropriate to develop the Specific Plan. The City Council adopted an Interim Zoning Ordinance prohibiting the conversion of any commercial use in the Downtown area to a different commercial use classification until the anticipated adoption date of the Specific Plan in July 2016, which coincided with the expiration of the Interim Zoning Ordinance. With the project going beyond July 2016, the City adopted another Interim Zoning Ordinance requiring a Use Permit for the following uses in the Downtown Commercial Zone: (1) Any business or professional office, bank and savings & loan; catering service; or communication facility proposed to be located on the ground floor streetfront; and (2) Any retail sales use proposed to have more than 1,600 square feet of buildable floor area; and imposing additional Use Permit findings. The Interim Zoning Ordinance is effective until July 5, 2017.

The proposed Specific Plan provides the framework to preserve the Downtown's resident-oriented small-town character and charm and ensure its future economic viability. This framework includes the community's vision for the plan area; regulations, guidelines, and recommendations that support the vision; and an implementation component that will facilitate the completion of the plan's key objectives. The Specific Plan represents the culmination of comprehensive outreach, design, and planning efforts.

In addition to the implementing actions of the Downtown Specific Plan, the project includes changes to the General Plan, Municipal Code Zoning Map and text, and LCP Land Use Plan and Implementation Program, Land Use Policy Map and LCP Zoning Map and text. These proposed revisions reflect the new Downtown Specific Plan. Additional reconciliation items are provided, so that the LCP is consistent with the General Plan and Zoning Map and the historic and current land uses within the project area.

The City LCP Land Use Plan (LUP) was approved by the California Coastal Commission in 1981, and amended in 1992-94 (LUP 1-92) together with establishment of an Implementation Program (IP). At the time of the LUP Amendment and IP, the LCP Land Use Plan and Coastal Zoning Maps were not formally revised, and reformatted into the updated documents standard template and therefore not incorporated into the City's final certified LCP. This project will reconcile all of these Coastal Plan items. The proposed General Plan changes are further described below in Section 9.

City of Manhattan Beach General Plan Buildout Assumptions

The Manhattan Beach City Council adopted the Manhattan Beach General Plan and certified the associated Environmental Impact Report (EIR) (State Clearinghouse Number 2002121140) in 2003. The 2003 Housing Element that was prepared at the same time, but separately, also included the adoption of a Negative Declaration. The General Plan addresses issues related to the physical development and growth of Manhattan Beach. The General Plan EIR evaluated the potential environmental effects of buildout of the city, including the plan area, in accordance with the General Plan. The Housing Element Negative Declaration also discussed the benefits of the conservation of existing higher density residential development in the Beach area.

As discussed in greater detail in the project description below, the proposed Specific Plan's land use plan, as well as the LCP Amendments, would be consistent with the existing General Plan land use designations within the plan area, as well as the actual existing built environment. Thus, buildout of the project area in accordance with the proposed Specific Plan was previously evaluated in the Manhattan Beach General Plan EIR and Housing Element Negative Declaration. As provided by California Environmental Quality Act (CEQA) Guidelines Section 15150 (Incorporation by Reference), the City of Manhattan Beach General Plan Environmental Impact Report and Housing Element Negative Declaration is incorporated herein by reference. The EIR, Negative Declaration and other referenced materials are available for review upon request at the City of Manhattan Beach Community Development Department, 1400 Highland Avenue, Manhattan Beach, California, and are posted on the City's website.

9. Description of project:

Introduction

The proposed project consists of the adoption and implementation of the City of Manhattan Beach Downtown Specific Plan and LCP Amendments. This Initial Study (IS) provides programmatic-level analysis of the proposed Specific Plan and LCP Amendments. Project characteristics are described below.

The proposed Specific Plan is a policy- and regulatory-level document that does not include any development proposals; therefore, it would not directly result in physical environmental effects due to the construction and operation of facilities.

The proposed Specific Plan contains recommendations for various pedestrian, bicycle, and public space improvements that utilize the proposed design guidelines. These recommendations are intended to be used as guidance for the City in implementing these types of improvements at undetermined sites throughout the plan area and would not entitle or fund any specific projects. Therefore, although the concept plans identify recommended improvements for specific locations, the recommendations for those sites are not binding on the City and thus would not result in any direct physical changes to the environment. Any future projects that would be implemented consistent with the proposed Specific Plan would require further design and engineering and would be subject to further CEQA review of project-level impacts by the City, LCP review, and City Council review and action.

The proposed revisions to the LCP Maps will reconcile nomenclature, in areas where there are conflicts and older nomenclature, for consistency with the adopted General Plan and Zoning Maps, as well as the actual existing and historic land uses.

The proposed project also includes implementation actions including revisions to the General Plan, Zoning Code and LCP Land Use Plan and Implementation Program for consistency, cross referencing and new Downtown Specific Plan development standards and guidelines.

Project Characteristics

Specific Plan

The proposed Specific Plan is intended to preserve and enhance the Downtown's small-town resident-oriented character, quality of life, and economic vitality through regulations and guidelines, and provides recommendations that address land use, architectural and urban design, circulation and parking, and infrastructure in the plan area.

The proposed Specific Plan contains nine chapters and comprises three sections. The first section, including Chapters 1, 2, and 3, provides a foundation for future development by presenting background and existing conditions information, an understanding of the development potential, and vision for the project area. The second section, Chapters 4 through 8, includes the Land Use Plan (Chapter 4), the Circulation Plan (Chapter 5), Private Realm Development Standards and Design Guidelines (Chapter 6), Public Realm Development Standards and Design Guidelines (Chapter 7), and Infrastructure and Public Facilities (Chapter 8). These chapters provide tools, including goals and policies that guide development and improvements in the Specific Plan area. The goals are designed to support the vision for the design and character of the plan area. The third section, comprising Chapter 9, provides implementation actions and possible funding sources for the Specific Plan's tools.

The proposed Specific Plan was developed based on the following set of core principles:

- Preserve a strong sense of community identity and sense of place for the Downtown.
- Enhance the vibrancy and economic vitality of the district through an emphasis on small, unique and independent resident-oriented businesses, and the support of visitor-oriented uses limited to low-intensity businesses that provide goods and services primarily to beachgoers.
- Set the stage for and contribute to business success.
- Reinforce retail, dining, and active street fronts in the Downtown to maintain and enhance the attractive pedestrian-oriented environment.
- Provide for the best mix of retail, commercial, and service businesses, balanced with residential uses.
- Boost the attractiveness of the Downtown focusing primarily on local residents, and addressing visitors.
- Strengthen the City's tax base.

Specific Plan Land Use Plan and Zoning Designations

The Specific Plan establishes the following goals for land use:

- 1) Implement the General Plan and Local Coastal Program policies and the Specific Plan's vision and goals through the application of land use designations to properties.
- 2) Provide for a mix of land uses that will preserve Downtown's small-town character while ensuring its continued economic vitality.
- 3) Support a vital Downtown business district that is chiefly comprised of small, pedestrian-oriented commercial business that serve Manhattan Beach residents, and includes visitor-oriented uses limited to low-intensity businesses that provide goods and services primarily to beachgoers.
- 4) Encourage activities along streetscapes and in public spaces.
- 5) Promote sustainable site design.

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The proposed Specific Plan limits the development of certain uses, such as larger-scale retail, and ground floor financial institutions, offices, and communication facilities. Additionally, incompatible land uses, such as service stations and animal boarding, would be prohibited. The proposed Specific Plan Zoning land use designations supplement the City's Municipal Code zoning and LCP zoning districts within the project area (see **Appendices A and B**). **Table 1** and the text that follows describes the proposed Zoning land use designations, as well as development standards and guidelines.

TABLE 1
PROPOSED SPECIFIC PLAN ZONING (LAND USE) DESIGNATIONS AS ZONING DESIGN REVIEW OVERLAY

Specific Plan Zoning (Land Use) Designation		Description
Maximum Density/Intensity		
CD	Downtown Commercial	The Downtown Commercial designation provides locations for commercial businesses, residential uses, and public uses, with a focus on pedestrian-oriented commercial businesses that serve Manhattan Beach residents. Visitor-oriented uses are limited to low-intensity businesses providing goods and services primarily to beachgoers.
1.5 FAR 51.3 du/acre		
RH	High Density Residential	The High Density Residential designation accommodates all types of housing, including single-family homes, and particularly housing development of a more intensive form, such as apartments, condominiums, and senior housing. Other uses allowed in the designation include parks and recreation facilities, public and private schools, public safety facilities, and facilities for religious assembly.
51.3 du/acre		
PS	Public and Semi-Public	The Public and Semi-Public designation refers to uses operated for public benefit, including public schools, government offices, and facilities such as libraries, cultural centers, and neighborhood/community centers. Quasi-public facilities such as hospitals and medical institutions may be established. Development standards are established through the discretionary review process.
OS	Open Space	The Open Space designation applies to public parks; Veterans Parkway on the east side of Downtown. While parks and other open space represent the primary permitted uses, limited recreational facilities and commercial uses in support of the principal park use are also permitted. Development intensity standards are established through discretionary review since these areas largely remain unimproved with buildings.

Notes: FAR = Floor area ratio; du/acre = dwelling units per acre

Proposed Use Classifications

The proposed Specific Plan also introduces the following two use classifications into the Downtown Commercial district. The precise language of these classifications will be refined through the Specific Plan public hearing process:

- Live/Work Unit - A "live/work unit" is defined as a single residential unit (e.g., studio, loft, apartment, condominium, and house) that includes adequate working space reserved for, and regularly used by, one or more person residing therein. The working space may accommodate one or more accessory commercial, office, and/or industrial uses, and may not exceed more than 50 percent of the floor area. The proposed Specific Plan would allow for live/work units with approval of a use permit.
- Veterinary Services - "Veterinary Services" is defined as medical facility that provides medical, surgical, or emergency medical services to animals. The use may also include the incidental overnight boarding of animals following a medical procedure.

Development Standards

The proposed Specific Plan includes new development standards for the Commercial Downtown land use designation, as described in the bullets below. The proposed development standards are intended to create development that complements and enhances the project area's

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traditional, small town built form, while ensuring the that Downtown's ground floor commercial spaces maintain a strong relationship with the adjoining streets.

- The proposed Specific Plan establishes a maximum front and side setback of 10 feet and street side setback of 15 feet to perpetuate the existing built form's close proximity to the street, while providing flexibility to incorporate café seating, small pedestrian spaces, and paseos on private properties.
- The proposed Specific Plan provides a minimum rear setback of approximately 0 or 10 feet to ensure buildings are not constructed in a manner that will encourage onsite parking to partially impede upon the adjoining alley.
- The proposed Specific Plan includes a maximum height exception of 2 feet for sloped roof forms, solar panels, and mechanical equipment in Area B. The exception is intended to facilitate the development of slightly taller ground floor tenant spaces and other creative architectural designs that might not be possible within the Area's 26 foot height limit.
- The proposed Specific Plan provides an optional upper floor stepback of 5 feet for residential uses and 6 feet for commercial uses from ground story frontages adjacent to sidewalks and/or pedestrian spaces. The stepback is intended to encourage the appearance of single story building forms along the street, perpetuate the project area's small scale identity, and provide additional outdoor spaces along the project area's narrow streets and within the district's small, narrow parcels.
- The proposed Specific Plan institutes a minimum ground floor commercial façade transparency requirement along sidewalks and pedestrian spaces of approximately 70 percent transparency between 2.5 feet and 8 feet.
- The proposed Specific Plan institutes a maximum individual tenant frontage along a street of approximately 35 feet. This standard is intended to protect against the consolidation of the project area's existing small tenant spaces, while encouraging new commercial development perpetuate the district's established scale.
- The proposed Specific Plan permits ground floor retail uses with up to a total area of 1,600 square feet. Retail uses that exceed 1,600 square feet on the ground floor are permitted with the approval of a use permit. This requirement is intended to protect against the consolidation of the project area's existing small tenant spaces and limit the expansion to large retail uses, while encouraging that new commercial development conform to the district's established pattern of smaller store size.
- The proposed Specific Plan requires Banks, Credit Unions, and Savings & Loan; Catering Services; and Offices, Business and Professional, that intend to locate on the ground floor adjacent to sidewalks and pedestrian space to obtain a use permit, and disallows ground floor communication facilities. These requirements are intended to limit "non-active" ground floor uses along commercial streets and other pedestrian spaces.

Through the public review process the proposed development standards may be modified to address comments from the public, Planning Commission and City Council. Any revisions will be analyzed for environmental impacts at the time they are proposed. Due to the extensive public outreach that has already taken place, it is anticipated that any revisions will be minor.

Development Potential of the Specific Plan

All of the parcels in the plan area are developed. It is assumed that underutilized sites would be redeveloped in the future and incremental changes would be made to the Downtown's built environment and land use mix as growth continues in the region. While the proposed Specific Plan would guide such development through the implementation of land use regulations and design guidelines, no specific development projects are included in the proposed Specific Plan, nor would the proposed Specific Plan entitle any specific development. Additionally, no increase in the density or additional development beyond what is currently allowed is proposed by the Plan.

Circulation Plan

The Specific Plan establishes the following goals for circulation:

- 1) Provide a balanced transportation system for all users.
- 2) Prioritize user safety over vehicle capacity or flow.
- 3) Enhance walking and bicycle access for the majority of trips within Downtown.
- 4) Provide multiple travel mode options.
- 5) Encourage residents to walk and bike to Downtown destinations.
- 6) Encourage customers to take alternate travel modes.
- 7) Implement traffic calming measures to reduce speed and improve safety.
- 8) Integrate universal accessibility in all facets of circulation.
- 9) Improve transit stops as transit service improves.
- 10) Implement creative parking solutions to help long-term sustainability.

The conceptual circulation improvements envisioned in the proposed Specific Plan are summarized below:

- Multipurpose Drop-off Zones with bike racks and/or seating at locations where parking is not lost
- Enhanced pedestrian amenities in furniture zones and/or up to four pedestrian plaza(s)
- Pedestrian seating as part of streetscape renovations at intersections without net loss in parking
- Various pedestrian and bicycle improvements including bicycle parking; motorcycle and electric vehicle parking; rideshare, taxi and shuttle loading; outdoor seating, and enhanced crossing treatments such as flashing beacons
- New bike facilities on selected streets in Specific Plan area

- Enhanced Beach Head Circulation and Pedestrian Improvements at west end of Manhattan Beach Boulevard to include a cul-de-sac turnaround, sidewalk connections and crosswalk treatments (**Appendix D**)

Automobile Circulation and Parking

The proposed circulation plan is shown in **Figure 4**. The proposed Specific Plan does not propose any changes to the plan area's existing automobile circulation system or related street classifications.

The proposed Specific Plan provides recommendations to update the City's 2008 Downtown Parking Management Plan (see Table 5.1 of the proposed Specific Plan.) These recommendations primarily involve fees, new technologies, and minor improvements such as new signage to address parking issues in the plan area. The recommendations also include the provision of shuttle services to and from existing and potential future remote parking lots. However, the proposed Specific Plan does not include any specific development proposals for future parking facilities or to significantly alter the current parking supply. Any future projects that would be implemented consistent with the proposed Specific Plan would be subject to further CEQA review by the City.

Pedestrian Circulation

Proposed pedestrian improvements are shown on **Figure 5** and generally include new and enhanced crossings and drop off zones.

Bicycle Circulation and Parking

The proposed Specific Plan recommends improvements to bicycle access, circulation, and parking, all of which are consistent with previous studies prepared for the area with the exception of an uphill bike route on Manhattan Beach Boulevard from the pier to Manhattan Avenue as well as on 15th Street from Manhattan Avenue up to Valley Drive (Project #6).

Currently, there are 154 bike parking stations within the plan area where a bike can be parked at a rack system. In order to meet the desired standard of four bike parking spaces per side of the street per block, the proposed Specific Plan recommends that up to 48 new bike sheltered spaces and 176 rack spaces be developed. The locations of existing bicycle racks and potential locations for new bike shelters and rack systems are shown on **Figure 6**.

Transit

The proposed Specific Plan does not anticipate any additional transit service. However, as described previously, the plan does recommend the creation of a shuttle service if one or more remote parking locations are identified to help meet the district's parking demand. Any new shuttle system and routes would be evaluated separately and subject to further CEQA review.

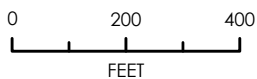
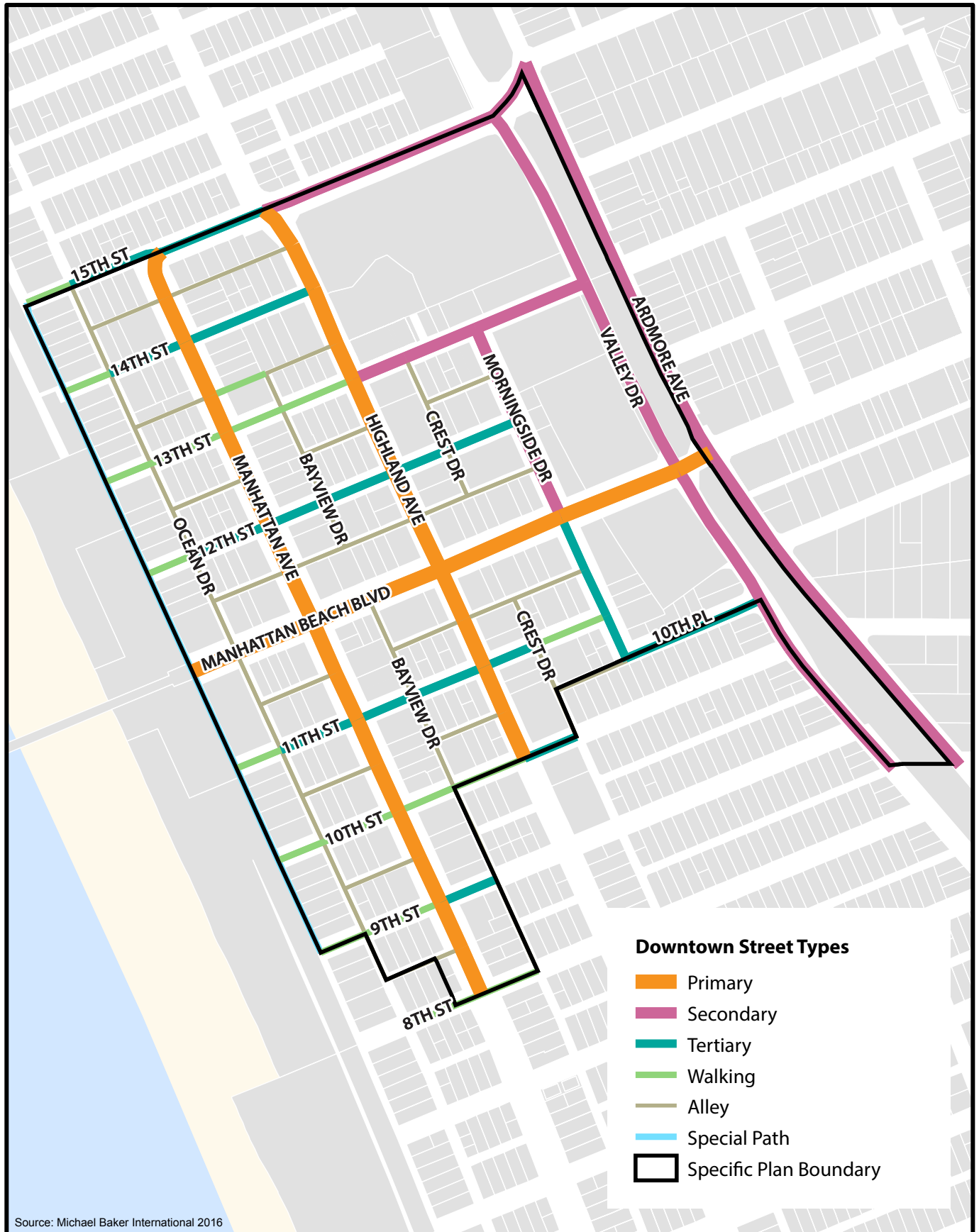


FIGURE 4
Proposed Circulation Plan

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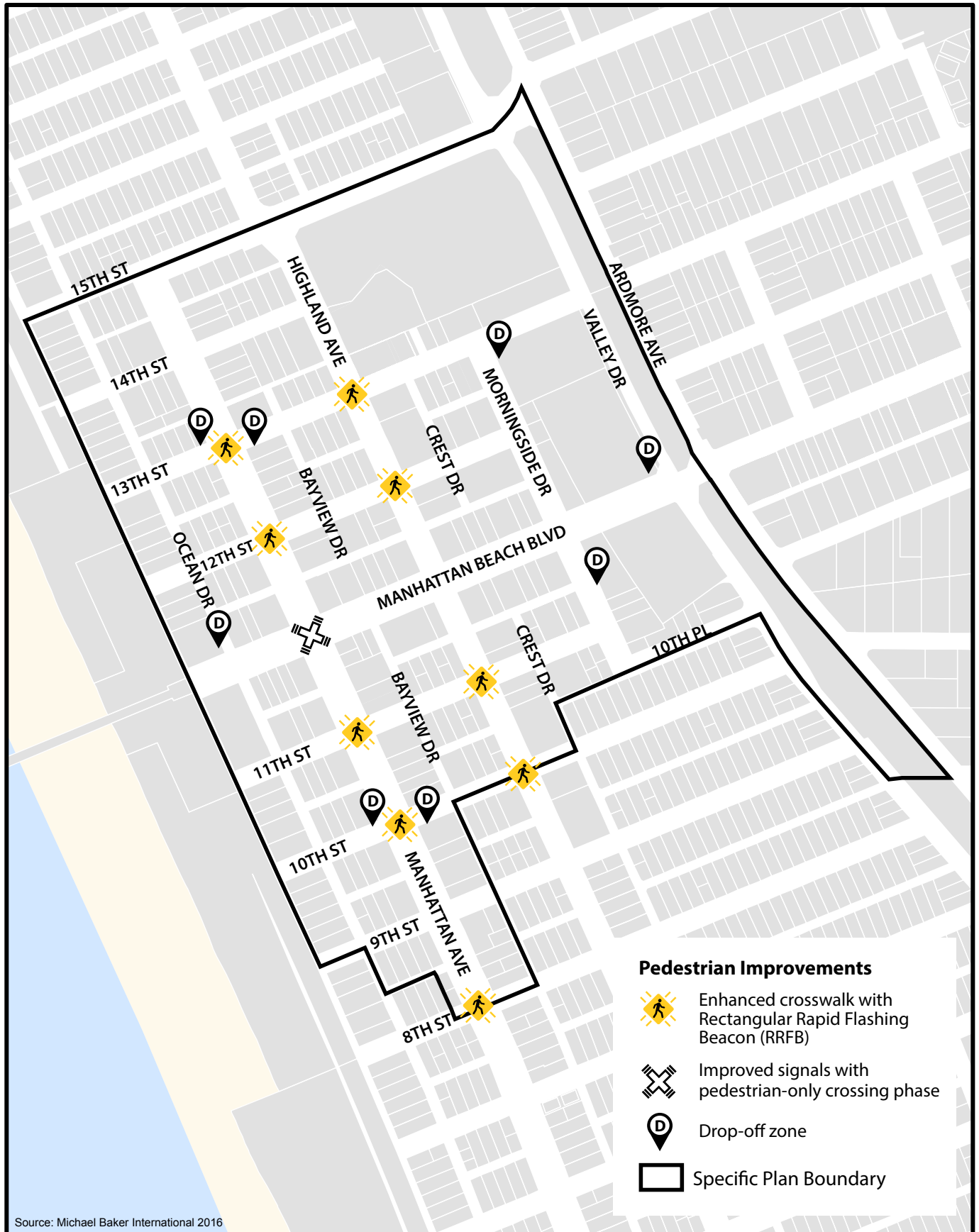
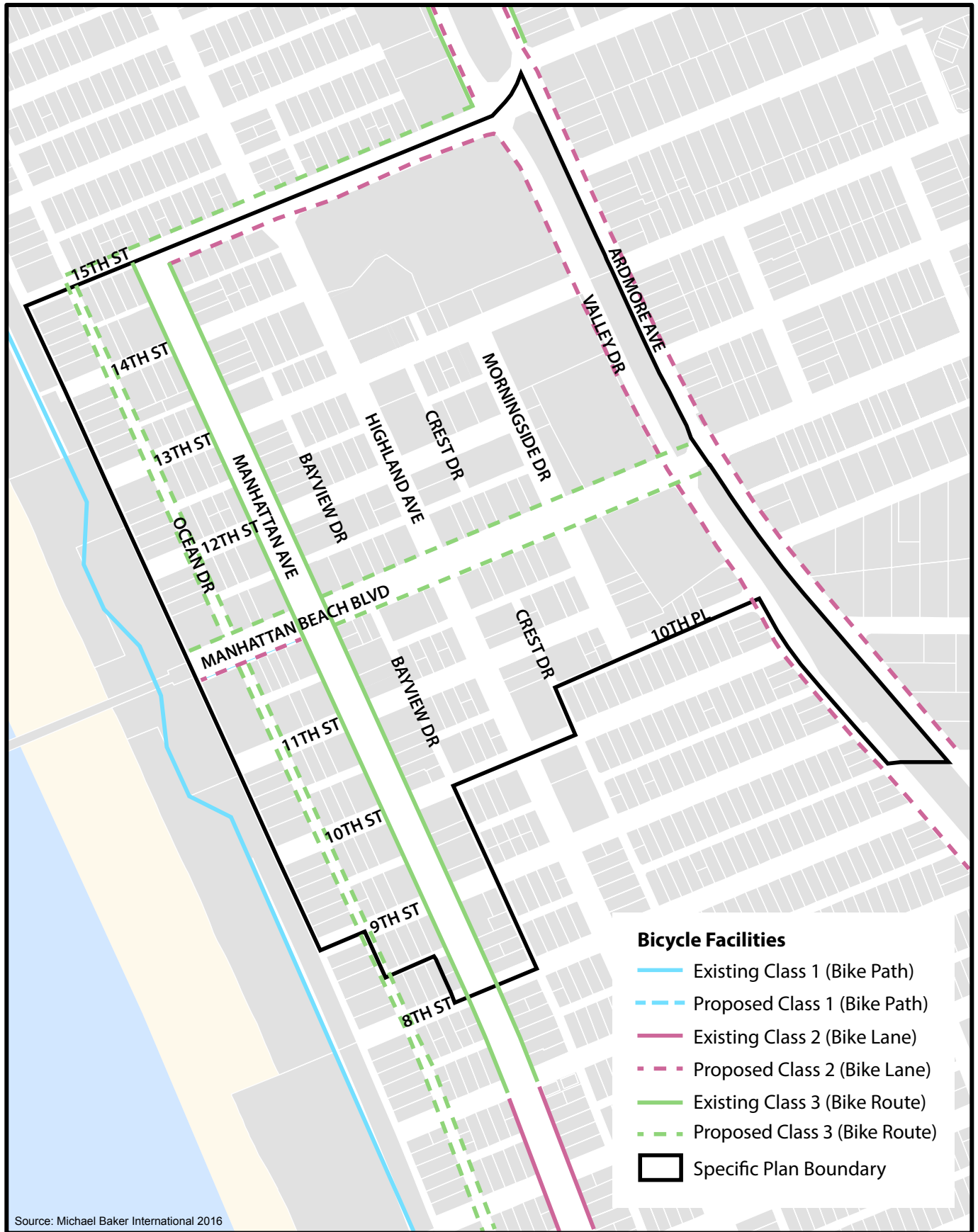


FIGURE 5
Conceptual Pedestrian Improvements

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FIGURE 6
Existing and Conceptual Bicycle Facility Improvements

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Design Guidelines

The proposed Specific Plan establishes the following goals for private realm development:

- 1) Maintain and enhance Downtown's small town scale, character, and charm through development regulations and guidelines.
- 2) Promote compatibility between uses through design to foster a high quality of life and strong functionality in the Downtown.
- 3) Foster a strong sense of community, through functional, safe, and well-designed private and public spaces.
- 4) Encourage high-quality materials and architectural elements that help enhance Downtown's identity and character.
- 5) Promote sustainability through design.

The proposed Specific Plan establishes the following goals for public realm development:

- 1) Create a linear space that accommodates the movements of the street travelway while supporting the adjacent land uses.
- 2) Make a walking environment that is safe, well lit, protected from the street, and universally accessible.
- 3) Make a social environment that is comfortable to walk on, to sit along, and that encourages social interaction that in turn, support the local businesses by making the district a positive place to visit.
- 4) Use the design elements of the street to create a harmonizing effect on a highly diverse and eclectic street frontage.
- 5) Use the public realm to celebrate the history of the community and its support of public arts and positive aesthetics.
- 6) Ensure that the street helps to provide information that is quickly legible to the passerby for directions, regulatory information, and parking options.
- 7) Provide a variety of parking options, mostly traditional controlled vehicle parking, but also provide for specialized motorcycle and electric vehicle parking and rideshare/taxi/shuttle drop-off spaces that encourage other access modes to achieve greater capacity.
- 8) When opportunities exist, allow the street to function as an air quality and water quality enhancer by providing shade utilizing urban forestry and water quality improvements through stormwater runoff capture and use through planned bioswales.

The proposed private and public realm design guidelines in proposed Specific Plan Chapters 6 and 7 would be generally consistent with those that currently regulate the plan area per the City's General Plan, Municipal Code, and LCP. One exception is a proposed 2-foot height limit exception (to a maximum height of 28 feet) in the Downtown Commercial designation, Area B, for mechanical equipment, solar panels, pitched roofs, and possibly other similar features.

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Infrastructure and Public Facilities

The proposed Specific Plan establishes the following goals for infrastructure and public facilities:

- 1) Provide mechanisms to adequately construct and maintain public infrastructure and facilities.
- 2) Provide funding for public services and utilities in the plan area.
- 3) Ensure adequate water supply is available to serve existing and new development in the plan area.
- 4) Ensure sewer capacity is available to serve existing and new development in the plan area.
- 5) Manage, maintain, and improve stormwater drainage and capacity in the plan area.
- 6) Provide fire and police services that ensure the safety of the plan area community.

Trash and Litter Management

As a result of the public outreach for the proposed Specific Plan, the City will be instituting separate, but concurrent efforts, in trash and litter management in the Downtown Commercial area. The proposed Specific Plan includes policies related to improved trash and litter management in support of this work effort.

Water

The plan area is provided domestic water service by the City of Manhattan Beach, which purchases water from the West Basin Municipal Water District. The City's Water Master Plan (2010) identified one capital improvement project in the plan area: the installation of a fire hydrant at the corner of 12th Street and Manhattan Avenue. The Water Master Plan also identified the need for an aggressive annual pipe replacement program to address aging pipelines in the plan area and throughout the city. The proposed Specific Plan does not include any water system improvements; however, it notes that future development projects within the plan area would be required to replace associated water distribution pipelines, if necessary.

Wastewater

Wastewater generated in the plan area is collected via the City's wastewater collection system and transported to the Los Angeles County Sanitation District's Joint Water Pollution Control Plant in Carson for treatment. The City's Wastewater Master Plan (2010) identified severe system deficiencies in the plan area and identified 18 capital improvements projects to address the deficiencies. The proposed Specific Plan does not include any additional wastewater system improvements.

Stormwater

The City provides storm drainage collection in the plan area. The City's Storm Drain Master Plan (1996) and subsequent Storm Drain Assessment (2013) identified numerous system deficiencies and identified five needed improvement projects in the plan area. The proposed Specific Plan does not include any additional storm drain system improvements.

Local Coastal Program (LCP) Land Use Policy Map and Zoning Map Reconciliation

The City LCP Land Use Plan (LUP) was approved by the California Coastal Commission in 1981, and amended in 1992-94 (LUP 1-92) together with establishment of an Implementation Program (IP). At the time of the LUP Amendment and IP, the LCP Land Use Plan and Coastal Zoning Maps were not formally revised, and reformatted into the updated documents standard template and therefore not incorporated into the City's final certified LCP. To reconcile these general clean-up items, Coastal Commission staff has requested that a Coastal Zone and Land Use Map, consistent with the Coastal Zone Land Use Map certified by the Commission in 1981, be submitted with modifications related to the El Porto and adjacent areas, the Metlox site, the Santa Fe railroad right-of-way, other land use designation titles as described in **Appendix C**.

Additionally, in 2003, the City approved a General Plan Update and Housing Element. As a follow-up action to these approvals, the following two sets of changes are required to the City's LCP Coastal Zone Land Use Plan, Land Use Policy Map and the City's LCP Coastal Zone Zoning Map, and an associated change to the Downtown Height Limits Diagram:

- Downtown Residential Area - Redesignate/rezone a small defined area of Downtown along 11th Street and Highland Avenue from Downtown Commercial to High Density Residential to reflect historic and current land uses, current development trends, and for consistency with the Housing Element.
- Public Safety Facility - Redesignate/rezone a small narrow portion of land just north of 13th Street from Downtown Commercial to Public Facilities to reflect actual existing land uses as a result of the construction of the Police/Fire Facility and the extension of 13th Street.
- Downtown Commercial District Height Limit Diagram – Amend diagram to reflect changes to the boundaries of the "CD" (Downtown Commercial) zoning designation. The proposed changes pose no impacts to the existing height limitations in the Downtown area; it is only reflecting the changes to the geographic boundary of the "CD" zone described in the two preceding zone changes.

The proposed LCP and General Plan land use plan policy maps are shown in **Figures 2 and 3** and in more detail in **Appendix A**.

These items are generally evaluated in the document and will accompany the proposed Specific Plan when considered for approval. These proposed changes, located within the Specific Plan area, are consistent with the current existing land uses and the adopted General Plan and Zoning Map.

Implementation Actions

The proposed land use plan designations for the Specific Plan area are consistent with the land use designations identified in the adopted General Plan, and the zoning designations are consistent with the Zoning Code.

Given that the draft Specific Plan proposes new development standards and guidelines, the General Plan, Zoning Code and LCP will therefore, also be amended to be consistent with the proposed changes.

The City's Coastal Zone area extends north and south of the Downtown Specific Plan area to the City's boundaries. Areas outside of the Downtown Specific Plan include land use and zoning designations that are not included within the Specific Plan area. These include Local Commercial (CL), North End Commercial (CNE), D-5- Design Review- North End Commercial and Residential Medium Density (RM). No additional regulations or guidelines to these designations are proposed, and no other designations or zoning exist currently or are proposed within the entire project area.

As previously discussed, Amendments to the LCP land use policy map, zoning map and other portions of the LCP, including the LUP and IP, will be required. These Amendments will reconcile the designation nomenclature in areas where there are conflicts and for consistency with the adopted General Plan, the Zoning Code and Map. The revisions will be consistent with historic and actual existing land uses.

10. Surrounding land uses and setting (briefly describe the project's surroundings):

The Specific plan area includes the City's central business district, high-density residential development, Veterans Parkway open space greenbelt, and the Civic Center. The central business district is focused along the Manhattan Beach Boulevard, Manhattan Avenue, and Highland Avenue corridors and primarily comprises smaller commercial and mixed-use block buildings occupied by retailers, restaurants, banks, personal service businesses, real estate and other professional offices, and a few upper-story residences. The Specific Plan area also includes three larger commercial tenants: a Vons grocery store, Skechers' corporate headquarters, and the Metlox mixed-use commercial and hotel development. The central commercial core is surrounded by high-density residential areas, including single-family houses, duplexes, apartments and condominiums. The housing is a mix of older homes developed originally in the 1930's and earlier, as well as newer projects constructed through the present. The Civic Center includes City Hall, the Manhattan Beach Police/Fire Facility, and the Manhattan Beach branch of the Los Angeles County Public Library. Public surface, underground, and structured parking is provided throughout the Downtown. All of the parcels in the Specific plan area are developed.

The Coastal Zone includes a combination of medium- and high-density residential, smaller, low-density commercial at the north end along Highland Avenue north and south of Rosecrans Avenue, a small node of local commercial and mixed-use at the corner of Highland Avenue and Marine Avenue, two parks, Live Oak and Bruce's Beach Parks, County Lifeguard facilities, surface and structured public parking, and the beach, The Strand and the Bike path.

The plan area is surrounded by urban development to the north, (in the City of El Segundo) south, (in the City of Hermosa Beach) and east (in the City of Manhattan Beach) and by the Manhattan Beach pier, the beach, and the Pacific Ocean to the west. Sepulveda Boulevard (State Route 1) runs north-south and is located approximately three-quarters of a mile east of Downtown. The plan area is not located in an airport land use plan area or within 2 miles of an airport. Los Angeles International Airport is located nearly 3 miles north of the plan area, while Hawthorne Municipal Airport is nearly 4 miles away to the northeast.

11. Other public agencies whose approval is required (e.g., permits, financing approval, or participation agreement)

This Initial Study/Mitigated Negative Declaration covers all approvals by government agencies that may be needed to approve and implement the proposed Specific Plan. The City of Manhattan Beach is the lead agency with responsibility for approving the proposed project, which will include adoption of the Specific Plan, and amending the General Plan and zoning code for consistency with the Specific Plan. In addition, the entire project area is located within

the City's Coastal Zone and, thus, the Manhattan Beach LCP applies to the Plan Area. To implement the proposed project, including the Specific Plan, the City of Manhattan Beach will need to amend the LCP and Implementation Program, including but not limited to, the Land Use Plan Policy Map, Coastal Zone Zoning Map, policies and text to reflect any corresponding changes in development standards, guidelines, policies, and the other proposed zoning and land use revisions and the California Coastal Commission will need to review and certify the amendment. Per Section A.96.250 of the City of Manhattan Beach Local Coastal Program, LCP Amendments, the City Council may amend all or part of the LCP, but the amendment will not take effect until it has been certified by the Commission. The certification process includes the following steps:

- Initiation of Amendments to the LCP by the Planning Commission or initiated by the City Council directing the Planning Commission to initiate the amendments.
- Planning Commission action on the amendments, in the form of a written recommendation to the City Council, whether to approve, approve in modified form, or disapprove, following a duly noticed public hearing, in accordance with the Coastal Act and the California Code of Regulations.
- City Council action on the amendments, whether to approve, approve with modifications, or disapprove the amendments following a duly noticed public hearing, in accordance with the Coastal Act and the California Code of Regulations.
- Coastal Commission certification of the amendments in accordance with Sections 30512 and 30513 of the Public Resources Code, Section 13551 of the California Code of Regulations, and Chapter 6, Article 2 of California Coastal Act.

ENVIRONMENTAL CHECKLIST

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact" as indicated by the checklist on the following pages.

- | | | |
|---|---|---|
| <input type="checkbox"/> Aesthetics | <input type="checkbox"/> Agriculture and Forestry Resources | <input type="checkbox"/> Air Quality |
| <input type="checkbox"/> Biological Resources | <input type="checkbox"/> Cultural Resources | <input type="checkbox"/> Geology and Soils |
| <input type="checkbox"/> Greenhouse Gas Emissions | <input type="checkbox"/> Hazards and Hazardous Materials | <input type="checkbox"/> Hydrology and Water Quality |
| <input type="checkbox"/> Land Use and Planning | <input type="checkbox"/> Mineral Resources | <input type="checkbox"/> Noise |
| <input type="checkbox"/> Population and Housing | <input type="checkbox"/> Public Services | <input type="checkbox"/> Recreation |
| <input type="checkbox"/> Transportation/Traffic | <input type="checkbox"/> Utilities and Service Systems | <input type="checkbox"/> Mandatory Findings of Significance |

ENVIRONMENTAL CHECKLIST

DETERMINATION (TO BE COMPLETED BY THE LEAD AGENCY)

On the basis of this initial evaluation:

- ☐ I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
- ☒ I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.
- ☐ I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
- ☐ I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect (1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and (2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.
- ☐ I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

Signature

Date

8/24/16

MARISA LUNDSTEDT
Printed Name

COMMUNITY DEVELOPMENT
Title DIRECTOR

EVALUATION OF ENVIRONMENTAL IMPACTS

- 1) A brief explanation is required for all answers except “No Impact” answers that are adequately supported by the information sources cited following each question. A “No Impact” answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A “No Impact” answer should be explained where it is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis).
- 2) All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.
- 3) Once the lead agency has determined that a particular physical impact may occur, the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. “Potentially Significant Impact” is appropriate if there is substantial evidence that an effect may be significant. If there are one or more “Potentially Significant Impact” entries when the determination is made and feasible mitigation is not identified, an EIR is required.
- 4) “Negative Declaration: Less Than Significant With Mitigation Incorporated” applies where the incorporation of mitigation measures has reduced an effect from “Potentially Significant Impact” to a “Less Than Significant Impact.” The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level (mitigation measures “Earlier Analyses,” as described in (5) below, may be cross-referenced).
- 5) Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration. Section 15063(c)(3)(D). In this case, a brief discussion should identify the following:
 - a) Earlier Analysis Used. Identify and state where they are available for review.
 - b) Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.
 - c) Mitigation Measures. For effects that are “Less Than Significant With Mitigation Measures Incorporated,” describe the mitigation measures that were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.
- 6) Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated.
- 7) Supporting Information Sources: A source list should be attached, and other sources used or individuals contacted should be cited in the discussion.

- 8) This is only a suggested form, and lead agencies are free to use different formats; however, lead agencies should normally address the questions from this checklist that are relevant to a project's environmental effects in whatever format is selected.
- 9) The explanation of each issue should identify:
 - a) The significance criteria or threshold, if any, used to evaluate each question; and
 - b) The mitigation measure identified, if any, to reduce the impact to less than significant.

The draft Initial Study/Mitigated Negative Declaration includes an evaluation of the following issues areas and resulting potential impacts associated with the proposed project.

- | | |
|---------------------------------|--------------------------------------|
| • Aesthetics | • Agriculture and Forestry Resources |
| • Air Quality | • Biological Resources |
| • Cultural Resources | • Geology and Soils |
| • Greenhouse Gas Emissions | • Hazards and Hazardous Materials |
| • Hydrology and Water Quality | • Land Use and Planning |
| • Mineral Resources | • Noise |
| • Population and Housing | • Public Services |
| • Recreation | • Transportation/Traffic |
| • Utilities and Service Systems | |

As described in Section 9 above, the proposed project also includes proposed minor revisions to bring the LCP into consistency with the adopted General Plan and Zoning Map and the historic and current land uses within the project area. While these minor revisions were evaluated against all environmental impact areas, these minor revisions only apply to areas related to Aesthetics, Land Use and Planning, Noise, Population and Housing, Public Services, Recreation and Transportation/Traffic as discussed in more detail below.

ENVIRONMENTAL CHECKLIST

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
1. AESTHETICS. Would the project:				
a) Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Substantially degrade the existing visual character or quality of the site and its surroundings?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Create a new source of substantial light or glare that would adversely affect day or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

DISCUSSION OF IMPACTS

a, c) **Less Than Significant Impact.** Although the city is located along the Pacific Ocean coastline, scenic and long-range views from much of the plan area are limited due to the height and density of the existing built environment. Expansive public views of the ocean, beach areas, and geographic features including the Palos Verdes Peninsula are present in the Beach Head area near the pier, while intermittent views are present along vehicular streets and walkstreets that act as "view corridors." Private views are generated from upper stories.

The plan area's visual character is dominated by the built environment, which features a mix of retail, restaurant, office, professional business, residential, public, and open space uses organized into a tightly gridded network of mostly narrow streets, compact blocks, and narrow, deep lots. Most buildings are one or two stories tall and possess an eclectic style reflecting the wide range in age and thus architectural styles including 1920s bungalows and contemporary structures built within the past 15 years. Other visual features include limited landscaping, vehicles parked along streets and in parking lots, and pole-mounted utilities.

The proposed Specific Plan is a policy and regulatory document. It does not include any site-specific designs or proposals, nor does it grant any entitlements for development that would have the potential to block scenic views or degrade the visual character or quality of the plan area. As a policy and regulatory document, the proposed Specific Plan would have no direct impact on visual resources, but future activities implemented in accordance with the proposed Specific Plan could change community aesthetics.

For instance, the proposed Specific Plan does however include a 2-foot height limit exception (to a maximum height of 28 feet) in the Downtown Commercial designation, Area B, for mechanical equipment, solar panels, and pitched roofs, and possibly other similar features. Given the limitations on long-range views in much of the plan area and the fact that the height exception would be limited to two additional feet, it is not anticipated that this change in development standards would result in any individual

projects substantially blocking existing scenic views. While build-out of the Specific Plan area could result in new or additional obstructions of certain views, the primary public views of the ocean, beach areas, and geographic features including the Palos Verdes Peninsula would remain from the Beach Head area near the pier, as would intermittent views from vehicular streets and walkstreets that act as “view corridors.” The allowance of mechanical equipment and solar panels to exceed the height limitation by two feet has the potential to affect visual quality and character. However, the Manhattan Beach Municipal Code (Section 10.60.090) requires the screening of mechanical equipment. In particular, Section 10.60.090(b) provides “Screening Specifications” and states that, “screening materials...shall effectively screen mechanical equipment so that it is not visible from a street or adjoining lot.” Furthermore, projects seeking the height exception would be subject to the City’s design review process, which would consider the potential to block existing views from surrounding properties and would require a staff discretionary review and action and corresponding project-level CEQA documentation.

In addition, the proposed minor changes to the City’s LCP with regards to reconciling land uses with existing uses and mapping nomenclature, consistent with the adopted General Plan and Zoning Map and the historic and current land uses within the project area, will not result in any environmental impacts as no changes to the physical environment are proposed.

The proposed Specific Plan also identifies potential areas for various improvements to pedestrian and bicycle facilities (see Figures 5 and 6), describes the development of additional pedestrian spaces, includes street cross sections that derive from the citywide model sections, and provides guidelines for the redevelopment of existing buildings. The proposed Specific Plan provides guidelines and standards that will ensure that buildings adhere to the plan area’s established urban form, which is composed of narrow, one- and two-story buildings within close proximity to the surrounding sidewalks and pedestrian spaces. The guidelines apply to all private development that occurs in the project area, addressing the design of both new buildings and renovations to existing structures.

Because specific improvement projects are not currently known, the extent to which improvements envisioned in the proposed Specific Plan could result in changes to scenic views or degrade the plan area’s visual character cannot be precisely described at this time. However, future improvements would be located in currently developed areas and would be consistent with the existing aesthetic setting of the Specific Plan area. Potential future improvements primarily involve relatively minor surface-level improvements, including sidewalk enhancements, bicycle parking racks and shelters, bicycle lane/route striping and signage, street furnishings, lighting, and landscaping. Such improvements would be similar in type and scale to existing facilities in the Specific Plan area. The proposed Specific Plan establishes standards for street lighting such that new lighting standards would be arched in such a way to frame and enhance views of the beach or ocean. Bicycle racks and shelters would be designed to match the design theme of site furnishings to match the streetscape palette.

Public realm landscaping improvements undertaken to implement the proposed Specific Plan could include changes to the tree canopy, which has the potential to partially obstruct views. However, future street tree replacements and installations would be undertaken in compliance with the City’s street tree planting guide (Municipal Code Section 7.32.090) and would be similar in species and scale to the existing street tree canopy. In certain limited instances, it is possible that the landscaping and tree canopy improvements undertaken to implement the proposed Specific Plan could partially

obstruct intermittent views from vehicular streets and walkstreets that act as “view corridors.” Any new street trees and landscaping would be designed to be in harmony with the street lighting and would act to soften the urban context of the built environment, as well as serving to frame existing views of the Manhattan Beach Pier, the beach areas and the Pacific Ocean. In addition, any proposed street tree would be required to conform to the City’s Municipal Code Chapter 7.32 – Tree, Shrub and Plant Regulations. Specifically, Section 7.32.080, requires that any new street tree comply with the Street Tree Master Plan, as approved by the Public Works Director. At full implementation of the public realm improvements envisioned in the proposed Specific Plan, the primary public views of the ocean, beach areas, and geographic features including the Palos Verdes Peninsula from the Beach Head area near the pier, as would remain largely unobstructed.

Furthermore, future improvements would be subject to applicable City regulations and requirements and to the proposed design guidelines that are intended, in part, to preserve the visual character of the plan area. Such improvements would also be subject to project-level CEQA documentation.

Given the built out condition of the plan area, the limited nature of the conceptual improvements envisioned in the proposed Specific Plan, and because existing views are intermittent and primarily limited to vehicular and walkstreets, as well as the fact that any new development would be subject to the existing and proposed regulatory environment, adoption of the proposed Specific Plan would not significantly affect any existing scenic views or the plan area’s visual character or quality in an adverse manner. This impact would be less than significant. Furthermore, the proposed Specific Plan is intended to preserve the Downtown’s resident-oriented small-town character and charm. With the recommended streetscape enhancements and design guidelines, the proposed Specific Plan has the potential to improve the visual quality and character of the area.

- b) **No Impact.** In the vicinity of the plan area, State Route 1 (Sepulveda Boulevard) is not officially designated as a state scenic highway, nor is it eligible for such designation (Caltrans 2015). Therefore, there would be no impact to scenic resources within a state scenic highway.
- d) **Less Than Significant Impact.** The plan area is built out with urban uses and includes street lighting, pedestrian safety lighting, building-mounted lighting, landscape accent lighting, illuminated signage, interior lighting escaping through windows and doors, and vehicle headlights. Physical public realm improvements envisioned in the proposed Specific Plan are limited to bicycle and pedestrian facilities, intersection reconfigurations, parking drop-off, and circulation improvements, streetscape improvements, and public spaces that would be lit for evening use. The proposed Specific Plan envisions enhancements to vehicular and pedestrian lighting in the public realm and provides guidance for such lighting that includes: use of roadway lighting fixtures that provide a slight arch over the roadway, helping to frame the distant views of the ocean and the pier. Because these improvements would be constructed in a fully urbanized area with a variety of existing lighting sources, they would not contribute substantially to existing lighting levels. In addition, lighting in the private realm would remain subject to the lighting restrictions in the City’s Zoning Code. For example, future development within the Specific Plan area would be subject to City of Manhattan Beach Municipal Code Sections 10.60.120 and 10.64.170, which regulates security lighting and parking lot lighting. Compliance with these provisions of the Municipal Code would ensure that lighting is directed onto the subject property and shielded to reduce glare and spillover. In addition, such improvements would be subject to the City’s design review process, which would ensure that any proposed lighting would be shielded and directed downward and that no reflective building surfaces are created.

Through the discretionary review or plan check process, design guidelines criteria will be reviewed and sensitive adjacent residential receptors will be considered and additional review, design features and shielding, as necessary, will be provided. For the reasons described above, adoption of the proposed Specific Plan would not create a new source of substantial light or glare that would adversely affect day or nighttime views, and light and glare impacts would be less than significant.

ENVIRONMENTAL CHECKLIST

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
2. AGRICULTURE AND FORESTRY RESOURCES. In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forestland, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the project:				
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to nonagricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Conflict with existing zoning for, or cause rezoning of, forestland (as defined in Public Resources Code Section 12220(g)), timberland (as defined by Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104(g))?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Result in the loss of forestland or conversion of forestland to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to nonagricultural use or conversion of forestland to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

DISCUSSION OF IMPACTS

- a-e) **No Impact.** The project area is located in an urbanized area of the city that does not contain or allow any agriculture or forest uses. Because of the urban nature of the region, the plan area was not surveyed by the Farmland Mapping and Monitoring Program (DOC 2009). The project area contains a variety of zoning districts, none of which allow agriculture or forest uses. Therefore, project implementation would have no direct or indirect effect on agriculture or forest resources. There would be no impacts.

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
3. AIR QUALITY. Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:				
a) Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is in nonattainment under an applicable federal or state ambient air quality standard (including releasing emissions that exceed quantitative thresholds for ozone precursors)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) Create objectionable odors affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

DISCUSSION OF IMPACTS

- a) **Less Than Significant Impact.** Manhattan Beach is in the South Coast Air Basin (SCAB), which is bounded by the San Gabriel, San Bernardino, and San Jacinto mountains to the north and east and by the Pacific Ocean to the south and west. The air quality in the SCAB is managed by the South Coast Air Quality Management District (SCAQMD).

The SCAB has a history of recorded air quality violations and is an area where both state and federal ambient air quality standards are exceeded. Because of the violations of the California ambient air quality standards (CAAQS), the California Clean Air Act requires triennial preparation of an Air Quality Management Plan (AQMP). The AQMP analyzes air quality on a regional level and identifies region-wide attenuation methods to achieve the air quality standards. These methods include regulations for stationary-source polluters; facilitation of new transportation technologies, such as low-emission vehicles; and capital improvements, such as park-and-ride facilities and public transit improvements.

The most recently adopted plan is the 2012 AQMP, adopted on December 7, 2012. This plan is the SCAB's portion of the State Implementation Plan (SIP). The plan is designed to achieve the 5 percent annual reduction goal of the California Clean Air Act. SCAQMD staff are currently in the process of developing the 2016 AQMP, which is a comprehensive and integrated plan primarily focused on addressing the ozone and PM_{2.5} standards (SCAQMD 2016).

The AQMP accommodates and accounts for population growth and transportation projections based on the predictions made by the Southern California Association of Governments (SCAG). Thus, projects that are consistent with employment and population forecasts are consistent with the AQMP.

The improvements envisioned in the proposed Specific Plan are recommended conceptual designs intended to be used as guidance for the City in implementing future improvements. The proposed Specific Plan does not include any site-specific designs or proposals, nor does it grant any entitlements for development. As a policy and regulatory document, the proposed Specific Plan would have no physical effect on the environment. In addition, the proposed land use plan is consistent with the existing General Plan land use designations for the plan area and is therefore consistent with the land use assumptions in the AQMP. Future improvements would require further CEQA review of project-level impacts prior to implementation. Therefore, the project would not conflict with or obstruct implementation of the AQMP and this impact would be less than significant.

b–d) Less Than Significant Impact With Mitigation Incorporated.

Construction Emissions

As described above, the proposed Specific Plan does not directly propose or grant any entitlements for development or change any existing land use designations. However, future improvements envisioned in the proposed Specific Plan could include the construction of bicycle and pedestrian facilities, parking drop-off and circulation improvements, and streetscape improvements. The construction of these improvements and facilities would result in short-term construction emissions of ozone-precursor pollutants (i.e., reactive organic gases [ROG] and nitrogen oxides [NOx]) and emissions of particulate matter (PM). Emissions of ozone precursors would result from the operation of on-road and off-road motorized vehicles and equipment. Emissions of airborne PM are largely associated with ground-disturbing activities, such as those occurring during site preparation.

The quantity of daily emissions, particularly ROG and NOx emissions, generated by equipment used in the construction of future improvements would depend on the number of vehicles used and the hours of operation. The significance of PM emissions would vary widely and would depend on a number of factors, including the size of the disturbance area and whether excavations or material transport would be necessary. Although individual improvements may not generate significant short-term emissions, it is possible that several improvements would be under construction simultaneously in the city and would generate cumulative construction emissions that could affect air quality. Construction emissions would be reduced through compliance with existing regulatory requirements, such as SCAQMD Rule 403 for fugitive dust control and Rule 1113 for architectural coatings.

Localized concentrations of construction-generated emissions can adversely impact nearby sensitive land uses. Sensitive receptors in the Specific Plan area include residences, parks and recreational facilities. Construction-generated emissions could include diesel PM, which was identified as a toxic air contaminant (TAC) by the California Air Resources Board in 1998. Diesel PM emissions could be generated by off-road diesel equipment during site grading and excavation, paving, and other construction activities. The amount to which receptors are exposed (a function of concentration and duration of exposure) is the primary factor used to determine health risk (i.e., potential exposure to TAC emissions).

levels that exceed applicable standards). Health-related risks associated with diesel-exhaust emissions are primarily linked to long-term exposure and the associated risk of contracting cancer. Cancer risk associated with exposure to TACs is typically based on calculations over a 70-year period of exposure. The use of diesel-powered construction equipment, however, would be temporary and episodic and would occur over a relatively large area. For these reasons, diesel PM generated by construction activities, in and of itself, would not be expected to create conditions where the probability of contracting cancer is greater than 10 in 1 million for nearby receptors.

Quantification of air quality impacts from short-term, temporary construction activities is not possible due to project-level variability and uncertainties related to future individual projects. However, all construction projects can produce ozone precursors, diesel PM, and nuisance dust emissions. The SCAQMD has identified basic construction mitigation measures to reduce construction-generated air pollutants. This impact would be less than significant with incorporation of the following mitigation measure.

Mitigation Measures

AQ-1 The City shall require that projects that involve ground disturbing activities or large construction equipment that are implemented under the Specific Plan are analyzed as part of project review in accordance with SCAQMD recommended methodologies and significance thresholds. Emission reductions shall be achieved by incorporating the following which shall be included on construction plans and specifications as part of a construction management and parking plan:

- Water all active construction areas at least twice daily as required.
- Cover all trucks hauling soil, sand, and other loose materials or require all trucks to maintain at least 2 feet of freeboard.
- Sweep daily, as required, all paved access roads, parking areas, and staging areas at construction sites.
- Sweep streets daily as required if visible soil material is carried onto adjacent public streets.
- Reduce unnecessary idling of truck equipment in proximity to sensitive receptors (i.e., idle time of 5 minutes or less).
- Use construction equipment rated by the United States Environmental Protection Agency as having Tier 3 (model year 2006 or newer) or Tier 4 (model year 2008 or newer) emission limits, applicable for engines between 50 and 750 horsepower.
- Properly maintain construction equipment per manufacturer specifications.
- Designate a disturbance coordinator responsible for ensuring that mitigation measures to reduce air quality impacts from construction are properly implemented.

Timing/Implementation: During construction activities

Enforcement/Monitoring: City of Manhattan Beach Building and Safety Division and Public Works Department

Operational Emissions

The proposed Specific Plan contains goals and envisions improvements and programs that would support alternative transportation and the use of shuttles to reduce traffic congestion. Any redevelopment or new development would be required to meet the state and City's energy efficiency standards, which would result in a reduction of point source emissions associated with heating and ventilation systems. Thus, implementation of the proposed Specific Plan would reduce adverse air quality effects through the reduction of fossil fuel consumption and use of private motor vehicles. Therefore, the proposed project would not contribute substantially to an existing or projected air quality violation, nor would it increase criteria pollutants during operational activities. This impact would be less than significant.

- e) **No Impact.** The proposed Specific Plan does not include any site-specific designs or proposals, grant any entitlements for development, or propose to change existing land use designations. The proposed Specific Plan would allow animal boarding overnight as an ancillary use to veterinary services. However, it is anticipated that such ancillary animal boarding would be limited in scale and would occur primarily indoors, thus minimizing the potential for animal-related odors to affect people and surrounding properties. Additionally, the current regulations allow animal boarding as a primary use with a Use Permit; this more intense use will no longer be allowed. The public improvements envisioned in the proposed Specific Plan are conceptual plans intended to serve as guidance for the City in implementing these types of improvements in the future and would not grant any entitlements for development. Furthermore, these improvements would not include any uses that would create objectionable odors. Therefore, there would be no impact.

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
4. BIOLOGICAL RESOURCES. Would the project:				
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or US Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or US Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Have a substantial adverse effect on federally protected wetlands, as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal wetlands, etc.), through direct removal, filling, hydrological interruption, or other means?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Conflict with the provisions of an adopted habitat conservation plan, natural community conservation plan, or other approved local, regional, or state habitat conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

DISCUSSION OF IMPACTS

- a-d) **Less Than Significant Impact.** The proposed Specific Plan does not include any site-specific designs or proposals, nor does it grant any entitlements for development that would have the potential to adversely affect any candidate, sensitive, or special-status species, riparian habitat or other sensitive natural community, or federally protected wetlands or interfere substantially with the movement of any migratory species. The plan area is built out and contains no natural communities; vegetation in the plan area is limited to ornamental landscaping. Thus, any future development would consist of redevelopment of heavily disturbed properties. As a policy and regulatory document, the proposed Specific Plan would have no direct impact on biological resources, but could have indirect

impacts on such resources through future activities to implement the Specific Plan, including parking drop-off and circulation improvements, and streetscape improvements, pedestrian and bicycle facility improvements, and infrastructure improvements. The only public realm improvements that have the potential to affect vegetation are streetscape enhancements, which could include replacement and/or installation of street trees and other landscaping. Given the urbanized setting of the Specific Plan area, the location of the improvements envisioned in the proposed Specific Plan primarily within existing roadway right-of-way, and the absence of natural communities, construction of these improvements are not expected to adversely affect biological resources. Any future development project that would implement the Specific Plan would be subject to applicable federal, state, and local regulations that protect biological resources, as well as to further CEQA review of project-level impacts. Therefore, these impacts would be less than significant.

- e) **Less Than Significant Impact.** The proposed Specific Plan does not include any site-specific designs or proposals, nor does it grant any entitlements for development that would have the potential to conflict with local policies or ordinances protecting biological resources. The City has adopted a tree preservation ordinance which applies only to residentially zoned properties within Area Districts I and II of the city (Municipal Code Section 10.52.120). Thus, the proposed Specific Plan area is not subject to this ordinance. However, all trees within the public right-of-way, including those within the Specific Plan area, are protected trees and a permit from the City is required to plant, move, remove, destroy, cut, trim, deface, injure, or replace any tree or shrub in, upon or along any public street or other public place of the City (Municipal Code Section 7.32.040). Future activities to implement the Specific Plan would be required to comply with this requirement and the balance of the tree, shrub, and plant regulations in Municipal Code Chapter 7.32. This impact would be less than significant.
- f) **No Impact.** As described previously, the plan area is built out with urban uses and does not provide habitat for any sensitive biological resources. As such, the plan area is not subject to a habitat conservation plan, natural community conservation plan, or other approved local, regional, or state habitat conservation plan. As a result, the proposed project would not result in any impacts associated with conflicts with the provisions of any such plans. There would be no impact related to this issue.

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
5. CULTURAL RESOURCES. Would the project:				
a) Cause a substantial adverse change in the significance of a historical resource as defined in Section 15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Would the project cause a substantial adverse change in the significance of a tribal cultural resource as defined in Public Resources Code 21074?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

DISCUSSION OF IMPACTS

Cultural resources include historic buildings and structures, historic districts, historic sites, prehistoric and historic archaeological sites, and other prehistoric and historic objects and artifacts.

- a) **Less Than Significant Impact.** The City's Municipal Code Chapter 10.86 outlines a process through which individuals can voluntarily designate a property as a culturally significant landmark if it meets certain criteria. The current designation is voluntary and there are no limitations or responsibilities. The new provisions are voluntary by the individual property owner, except in limited situations the City Council may designate, and any owners within a historic district must approve of the designation. These provisions have recently been revised. However, the revisions have not been certified by the California Coastal Commission, and therefore are not effective yet within the Plan area.

The proposed Specific Plan is a policy and regulatory document that does not include proposals for development projects and would not grant any entitlements for development that would have the potential to adversely affect historic resources in the plan area. Furthermore, the Specific Plan does not propose any physical improvements to existing structures in the plan area and includes design guidelines to minimize any adverse impacts on historic properties that could occur from potential future development projects that involve or are adjacent to historic resources. There is only one property within the Specific Plan area, a residence on the corner of 13th and Manhattan Avenue that has a voluntary cultural significant landmark designation. Since the designation is purely voluntary and has no limitations, there are no associated potential impacts with the Specific Plan. Additionally, future activities to implement the Specific Plan would also be subject to further CEQA review, which would include the identification of historic features on the subject property and identification of mitigation measures to avoid or properly manage historic features. This impact would be less than significant.

- b-d) **Less Than Significant Impact With Mitigation Incorporated.** The proposed Specific Plan is a policy and regulatory document that does not include proposals for development projects and would not grant any entitlements for development that would have the potential to adversely affect prehistoric cultural resources. Because of the limited number of archaeological resources documented and the built-out nature of the city, potential impacts to archaeological resources are considered to be low. Further, the City completed Senate Bill (SB) 18 and Assembly Bill (AB) 52 consultations/notification for the proposed project. The Native American consultation did not identify any sacred lands or known archaeological resource sites in the Specific Plan area. Nonetheless, California Public Resources Code Section 5097.9–5097.991 protects Native American historical and cultural resources and sacred sites.

As a policy and regulatory document, the Specific Plan would have no direct impact on cultural resources, but future activities could adversely affect these resources. For instance, the circulation plan provides conceptual designs and identifies priority areas for the development of various pedestrian and bicycle improvements as well as public spaces. While not anticipated, construction of these facilities would have the potential to adversely affect previously undiscovered prehistoric cultural resources. Therefore, this impact would be potentially significant.

Implementation of mitigation measures **CUL-1**, **CUL-2**, and **CUL-3** would reduce these impacts to less than significant levels by ensuring that discovered resources are properly managed by qualified professionals.

Mitigation Measures

- CUL-1** If archaeological resources (i.e., historic, prehistoric, and isolated artifacts and features) are inadvertently discovered during construction of future improvements envisioned in the Specific Plan, work shall be halted immediately within 50 feet of the discovery, the City shall be notified, and a professional archaeologist who meets the Secretary of the Interior's Standards and Guidelines for Professional Qualifications in archaeology and/or history shall be retained to determine the significance of the discovery. Project personnel shall not collect cultural resources.

Timing/Implementation: During construction activities

Enforcement/Monitoring: City of Manhattan Beach Building and Safety Division and Public Works Department

- CUL-2** If human remains are discovered during project construction, all work shall be halted immediately within 50 feet of the discovery, the City shall be notified, and the County Coroner must be notified, according to California Public Resources Code Section 5097.98 and California Health and Safety Code Section 7050.5. If the remains are determined to be Native American, the coroner will notify the Native American Heritage Commission, and the procedures outlined in CEQA Section 15064.5(d) and (e) shall be followed.

Timing/Implementation: During construction activities

Enforcement/Monitoring: City of Manhattan Beach Building and Safety Division and Public Works Department

CUL-3 In accordance with AB 52, the City of Manhattan Beach will notify the Gabrieleno Band of Mission Indians- Kizh Nation, of any Downtown Specific Plan area projects that involve soil disturbances, as complete applications for such projects are received.

Timing/Implementation: Project submittal

Enforcement/Monitoring: City of Manhattan Beach Building and Safety Division and Public Works Department

ENVIRONMENTAL CHECKLIST

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
6. GEOLOGY AND SOILS. Would the project:				
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death, involving:				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
ii) Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iii) Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iv) Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Directly or indirectly destroy a unique paleontological resource or site or unique geological feature?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

DISCUSSION OF IMPACTS

a)

- i. **No Impact.** The plan area is not located in a designated Alquist-Priolo Earthquake Fault Zone and would not be at risk from rupture of a known earthquake fault. The city is located above the Compton thrust fault; however, this type of fault does not rupture all the way to the surface. Rather, it is buried under the uppermost layers of rock in the crust.

The risk of earthquake damage is minimized because new structures are required to be built according to the City's Building Code (Section 9.01.010 of the City's Municipal Code adopts the 2013 California Building Code) and other applicable codes and are subject to inspection during construction. Structures for human habitation must be designed to meet or exceed California Building Code standards for Seismic Zone 4. Because the city is not located in an Alquist-Priolo Earthquake Fault Zone and all redevelopment that would occur under the Specific Plan would comply with the California Building Code, there would be no impact.

- ii. **Less Than Significant Impact.** According to the City's General Plan Community Safety Element (2003) and the City's Natural Hazards Mitigation Plan (2008), no surface faults are known to pass through Manhattan Beach. However, the city is located above the Compton thrust fault. In addition, several nearby potentially active faults could produce enough shaking to significantly damage structures and cause loss of life.

The proposed Specific Plan does not include any site-specific designs or proposals, nor does it grant any entitlements for development. Further, the proposed land use plan would be consistent with the existing General Plan land use designations for the plan area. As a policy and regulatory document, the Specific Plan would not directly result in the exposure of people or structures to hazards associated with seismic activity or soil instability.

The design-controllable aspects of protection from seismic ground motion and soil or slope instability are governed by existing regulations of the State of California and the City of Manhattan Beach, as described above. These regulations require that project designs reduce potential adverse soils, geology, and seismicity effects to account for site-specific geological and seismic hazards, including the risk of strong ground shaking. Compliance with these regulations is required, not optional. Compliance must be demonstrated by a project applicant to have been incorporated in the project's design before permits for project construction would be issued. Therefore, there would be a less than significant impact related to strong seismic ground shaking, seismic-related ground failure, landslides, unstable soils, and expansive soils.

- iii. **Less Than Significant Impact.** Liquefaction is the sudden decrease in shearing strength of cohesionless soil due to vibration. During dynamic or cyclic shaking, the soil mass is distorted, and interparticulate stresses are transferred from the sand grains to the pore water. When the pore water pressure increases to the point that the interparticulate effective stresses are reduced to zero, the soil behaves temporarily as a viscous fluid (liquefaction) and loses its capacity to support structures. According to the City's Community Safety Element, liquefaction hazard zones in the city are limited to the sandy areas of the beach. As such, only lifeguard towers and a partial portion of the Manhattan Beach Pier are located in liquefaction areas. Also see Response 6(a)(ii). Compliance with existing state and local regulations would minimize potential exposure of people and structures to substantial adverse effects from seismic-related ground failure. This impact would be less than significant.
- iv. **Less Than Significant Impact.** Landslides and other forms of slope failure form in response to the long-term geologic cycle of uplift, mass wasting, and disturbance of slopes. Mass wasting refers to a variety of erosion processes from gradual downhill soil creep to mudslides, debris flows, landslides, and rockfall, processes that are commonly triggered by intense precipitation, which varies according to climatic shifts. Often, various forms of mass wasting are grouped together as landslides, which are generally used to describe the downhill movement of rock and soil. According to the City's Community Safety Element,

Manhattan Beach is not located in an area susceptible to landslides. Furthermore, the city gently slopes toward the west and is entirely built out with urban uses. The plan area would not be at risk of landslide resulting from slope instability. Also see Response 6(a)(ii). Compliance with existing state and local regulations would minimize potential exposure of people and structures to substantial adverse effects from an earthquake-induced landslide. This impact would be less than significant.

- b) **Less Than Significant Impact.** The proposed Specific Plan does not include proposals for development projects, would not grant any entitlements for development, and does not propose to change existing land use designations beyond further exclusion of certain uses and minor changes to development standards. Although the Specific Plan would not directly result in any soil erosion, future activities involving land clearing, grading, and/or excavations could potentially result in soil erosion.

Ground disturbance during construction of facilities or redevelopment of existing buildings associated with the proposed Specific Plan would have the potential to result in soil erosion and loss of topsoil. However, existing state law requires future development projects to obtain coverage under the National Pollutant Discharge Elimination System (NPDES) statewide General Construction permit. The NPDES program regulates point source discharges caused by construction activities and the quality of stormwater in municipal stormwater systems. As part of the permit application process, projects would require a stormwater pollution prevention plan (SWPPP), which would include a list of best management practices (BMPs) to be implemented on the site both during and after construction to minimize erosion and sedimentation. Compliance with state law would minimize potential soil erosion impacts. This impact would be less than significant.

- c, d) **Less Than Significant Impact.** According to the City's Community Safety Element, the city is not located in an area of unstable or expansive soils. Also see Response 6(a)(ii). Compliance with existing state and local regulations would minimize potential risks associated with unstable and expansive soils. This impact would be less than significant.
- e) **No Impact.** The plan area is located in a fully urbanized city. All future redevelopment would be connected to the public sewer system. Because no septic tanks or alternative wastewater disposal systems are proposed, there would be no impact.
- f) **Less Than Significant Impact With Mitigation Incorporated.** Paleontological resources include fossil remains, as well as fossil localities and rock or soil formations that have produced fossil material. Fossils are the remains or traces of prehistoric life.

The proposed Specific Plan does not include any site-specific designs or proposals, nor does it grant any entitlements for development. Further, the proposed land use plan would be consistent with the existing General Plan land use designations for the plan area. As a policy and regulatory document, the Specific Plan would not directly result in potential disturbance of paleontological resources. However, improvements to implement the Specific Plan could adversely affect these resources. This impact would be less than significant with the following mitigation measure incorporated.

Mitigation Measures

- GEO-1** If paleontological resources are encountered during future grading or excavation activities associated with Specific Plan-related improvements, work shall avoid altering the resource and its stratigraphic context until a qualified paleontologist has

evaluated, recorded, and determined appropriate treatment of the resource, in consultation with the City. Project personnel shall not collect paleontological resources. Appropriate treatment may include collecting and processing "standard" samples by a qualified paleontologist to recover microinvertebrate fossils, preparing significant fossils to a reasonable point of identification, and depositing significant fossils in a museum repository for permanent curation and storage, together with an itemized inventory of the specimens.

Timing/Implementation: As a condition of project approval, and implemented during construction activities

Enforcement/Monitoring: City of Manhattan Beach Building and Safety Division and Public Works Department

ENVIRONMENTAL CHECKLIST

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
7. GREENHOUSE GAS EMISSIONS. Would the project:				
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

DISCUSSION OF IMPACTS

- a) **Less Than Significant Impact.** The proposed Specific Plan does not directly propose or grant any entitlements for development or change any existing land use designations that would be inconsistent with historical and existing development patterns, and thus would not result in any direct physical changes to the environment. The improvements envisioned in the Specific Plan are conceptual designs that would require further CEQA review of project-level impacts. Construction and implementation of these improvements could generate greenhouse gas (GHG) emissions from construction activities, increased vehicle use, natural gas combustion, and other operational sources. Emissions would incrementally contribute to global GHG levels. However, the City developed a Climate Action Plan (CAP) (2010) that provides goals, measures, and recommended improvement projects intended to reduce GHG emissions from municipal sources. Additionally, any redevelopment that would occur under the provisions of the Specific Plan would be required to comply with Chapter 9.36 of the City's Municipal Code, the California Green Building Standards Code, and the California Energy Code. Compliance with these requirements would result in lower emissions than produced by the existing buildings in the plan area. Further, the improvements envisioned in the Specific Plan would implement the goals of the CAP by encouraging increased use of alternative modes of transportation, reducing traffic congestion, and reducing GHG emissions. Therefore, this impact would be less than significant.
- b) **Less Than Significant Impact.** California has adopted several policies and regulations for the purpose of reducing GHG emissions. Assembly Bill (AB) 32 was enacted in 2006 to reduce statewide GHG emissions to 1990 levels by 2020. Senate Bill (SB) 375 (Linking Regional Transportation Plans to State Greenhouse Gas Reduction Goals; codified as Government Code Sections 65080, 65400, 65583, 65584.01, 65584.02, 65584.04, 65587, 65588, 14522.1, 14522.2, and 65080.01 as well as Public Resources Code Sections 21061.3 and 21159.28 and Chapter 4.2) was enacted in 2009 with the goal of reducing GHG emissions by limiting urban sprawl and its associated vehicle emissions. Per the requirements of SB 375, SCAG created a sustainable communities strategy (SCS) that integrates transportation and land use elements in order to achieve the emissions reduction target. The SCS encourages transit-oriented development, which places residential uses and employment centers near mass transit stations to increase use of mass transit and reduce vehicle trips. The proposed Specific Plan would be consistent with the SCS by encouraging increased use of alternative modes of transportation, reducing traffic congestion, as well as providing standards for the redevelopment of existing buildings that would include provisions for the use of solar panels (i.e., a 2-foot height limit exception in

the Downtown Commercial designation for solar panels) and encourages the design of cool and/or green roof systems and increased energy efficiency. As such, implementation of the Specific Plan would serve to reduce GHG emissions. Furthermore, the proposed Specific Plan would not directly propose or grant any entitlements for development or change any existing land use designations and, as a policy and regulatory document, would not result in any direct physical changes to the environment. This impact would be less than significant.

ENVIRONMENTAL CHECKLIST

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
8. HAZARDS AND HAZARDOUS MATERIALS. Would the project:				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) For a project located within an airport land use plan area or, where such a plan has not been adopted, within 2 miles of a public airport or a public use airport, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g) Impair implementation of, or physically interfere with, an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
h) Expose people or structures to a significant risk of loss, injury, or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

DISCUSSION OF IMPACTS

- a-c) **Less Than Significant Impact.** The proposed Specific Plan does not include any site-specific designs or proposals, nor does it grant any entitlements for development. Further, the proposed land use plan would be consistent with the existing General Plan land use designations for the plan area, and the historical and actual existing land uses on the ground. As a policy and regulatory document, the Specific Plan would not directly

increase the transport, use, or storage of hazardous materials in the plan area and would not create a significant hazard to the public related to hazardous materials.

Improvements to implement the proposed Specific Plan include guidelines for possible future parking drop-off, circulation improvements, street improvements, shuttle programs to remote parking facilities, pedestrian and bicycle facilities, and passive public spaces and amenities. Construction of these improvements would require the use of hazardous materials such as gasoline, diesel fuel, oil, grease, solvents, and paints. Once in operation, these improvements would require the use of small quantities of common materials such as paint, fertilizers and pesticides for landscaping maintenance, and fuels and oils for shuttle maintenance. Hazardous materials are regulated by state, federal, and local agencies, including the US Environmental Protection Agency (EPA), the Occupational Health and Safety Administration (OSHA), and the Manhattan Beach Fire Department. The use of such materials would be limited and would be subject to comprehensive regulation at the federal, state, and local levels, including Chapter 5.76 of the City of Manhattan Beach Municipal Code, to ensure public and environmental safety. Therefore, these impacts would be less than significant.

- d) **No Impact.** The plan area does not contain any sites that are included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and would not create a significant hazard to the public or the environment (DTSC 2016). There would be no impact.
- e, f) **Less Than Significant Impact.** The plan area is not located in an airport land use plan area or within 2 miles of an airport. Los Angeles International Airport is located nearly 3 miles north of the plan area, while Hawthorne Municipal Airport is nearly 4 miles away to the northeast. Given the distance to these airports, the proposed project would not result in a safety hazard for people in the plan area. This impact would be less than significant.
- g) **Less Than Significant Impact.** As shown on the City's Emergency Preparedness Plan (2007), the designated evacuation routes in the proposed Specific Plan area include Manhattan Beach Boulevard, Highland Avenue and Valley Drive; no designated emergency shelters exist in the proposed Specific Plan area. The proposed Specific Plan is a policy and regulatory document that does not include any development proposals or changes to existing land use designations. Public realm improvements undertaken to implement the Specific Plan could include limited modifications to the roadway, such as striping for crosswalks and bicycle lanes, turn-outs, and a vehicle turn around area. At the time such improvements are designed and being considered for implementation, the details of such features would be reviewed for compliance with engineering and Fire Department standards by the City's Traffic Engineer and Fire Department personnel in accordance with standard City procedures. Implementation actions that implement Specific Plan policies could also require temporary road closures during construction phases. However, any closures would be short term, and would be subject to City approval and coordination, and alternative routes would be provided as necessary. It is unlikely that these actions would significantly interfere with adopted emergency response or evacuation plans. Further, all future improvement projects would be subject to further CEQA consideration at the project-level. The proposed Specific Plan would not impair implementation of, or physically interfere with, an adopted emergency response plan or emergency evacuation plan. Therefore, this impact would be less than significant.

ENVIRONMENTAL CHECKLIST

- h) **No Impact.** The plan area is located in a fully urbanized area of the city far from any wildland areas. Therefore, the plan area is not at risk of wildland fire and the proposed project would not expose people or structures to a significant risk involving wildland fires. There would be no impact.

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
9. HYDROLOGY AND WATER QUALITY. Would the project:				
a) Violate any water quality standards or waste discharge requirements?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner that would result in flooding on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Otherwise substantially degrade water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h) Place within a 100-year flood hazard area structures that would impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
i) Expose people or structures to a significant risk of loss, injury, or death involving flooding, including flooding as a result of a failure of a levee or dam?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
j) Inundation by seiche, tsunami, or mudflow?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

DISCUSSION OF IMPACTS

- a, f) **Less Than Significant Impact.** The proposed Specific Plan does not include any site-specific designs or proposals, nor does it grant any entitlements for development that would have the potential to degrade water quality or violate any water quality standards or waste discharge requirements. As a policy and regulatory document, the Specific Plan would have no direct impact on water quality, but future activities could introduce pollutants into stormwater runoff, which could potentially degrade downstream water quality. Improvements developed as part of the Specific Plan implementation could result in soil erosion and sedimentation and result in pollutants entering stormwater runoff during rain events (e.g., fuels, oil, solvents, paints, trash). In addition, operation of these facilities could introduce limited amounts of pollutants into stormwater runoff, such as pesticides used in landscaped areas. However, future development projects would be required to comply with Regional Water Quality Control Board standards for site drainage.

As discussed above, ground disturbance during construction of facilities associated with the Specific Plan would have the potential to result in soil erosion and loss of topsoil. However, existing state law and Manhattan Beach Municipal Code Chapter 5.84 require future development projects to obtain coverage under the NPDES statewide General Construction permit. The NPDES program regulates point source discharges caused by general construction activities and the general quality of stormwater in municipal stormwater systems. As part of the permit application process, projects would require a stormwater pollution prevention plan, which would include a list of BMPs to be implemented on the site both during and after construction to minimize erosion and sedimentation. Post-construction urban stormwater runoff measures would require the City to implement structural and non-structural BMPs that would mimic or improve predevelopment quantity and quality runoff conditions from new development and redevelopment areas. Manhattan Beach Municipal Code Chapter 5.84 includes requirements related to BMPs, providing further protection from erosion. Required compliance with the City Municipal Code and with state law would minimize potential soil erosion and water quality impacts. This impact would be less than significant.

- b) **Less Than Significant Impact.** Please also see Response 17(d) in subsection 17, Utilities and Service Systems. The City obtains water from both surface water and groundwater resources. The City obtains groundwater via two wells in Redondo Beach drawing from the Silverado Aquifer in the West Coast Subbasin of the Coastal Plain of the Los Angeles Basin (commonly known as the West Coast Basin). Well 11A has a capacity of 2,300 gallons per minute (gpm). Well 15 has a capacity of 1,850 gpm, but in recent years the production rate has fallen to 1,150 gpm. According to the City's 2010 Urban Water Management Plan (UWMP) (2011), the City plans to increase groundwater production in the future in order to reduce dependency on imported water by reconditioning Well 15, acquiring additional groundwater pumping rights, and developing a new well. The West Coast Basin is adjudicated to ensure that the basin is properly managed and not depleted due to overpumping.

The proposed Specific Plan does not include any site-specific designs or proposals, nor does it grant any entitlements for development that would have the potential to deplete groundwater supplies or interfere with groundwater recharge. The conceptual designs envisioned in the Specific Plan are only recommendations intended to be used as guidance for the City in implementing future redevelopment and public realm improvements. These improvements would be limited to parking, circulation and streetscape improvements, pedestrian and bicycle facilities, and public spaces and

amenities. Such improvements would not create new demand for water supply beyond small quantities for landscape irrigation. Therefore, the proposed project would not have the potential to substantially deplete groundwater supplies. Furthermore, given the built out condition of the plan area, the proposed Specific Plan would not have the potential to interfere with groundwater recharge. This impact would be less than significant.

- c-e) **Less Than Significant Impact.** The proposed Specific Plan does not include any site-specific designs or proposals, nor does it grant any entitlements for development that would have the potential to alter existing drainage patterns or increase the rate or amount of surface runoff. Future improvements implementing the proposed Specific Plan could alter drainage patterns and runoff rates, resulting in flooding and/or exceedance of the drainage system capacity. Improvements associated with the Specific Plan would be located in a built out area of the city. Any new buildings or facilities would be required to be designed to accommodate stormwater collection and conveyance into approved facilities. Continued implementation of City development standards would minimize impacts related to surface runoff and the drainage system. This impact would be less than significant.
- g-i) **No Impact.** According to the Federal Emergency Management Agency (FEMA) (2008), the plan area is not located in a flood hazard zone and is not protected from flooding by a levee. Furthermore, the proposed project would not include the development of any housing. Therefore, there would be no impact related to flood hazards.
- j) **Less Than Significant Impact.** Tsunamis, or seismically generated sea waves, are rare in California due to the lack of submarine earthquake faults. However, because of its proximity to the Pacific Ocean, the plan area is subject to risk of inundation from tsunami, as all structures west of Highland Avenue are at risk of inundation during a tsunami event. The City has prepared an Emergency Response Plan for Tsunami Operations that includes an alert system, a warning system, evacuation plans, and a damage assessment plan, as well as a public awareness and education campaign. Any redevelopment that may occur in the tsunami run-up zone as a result of the Specific Plan would be informed of the risk potential and made aware of the City's response plan. Further, the proposed project would not directly or indirectly result in the construction of any housing or other habitable structures and would not result in population growth. The project would not increase exposure of persons to the risk of inundation from tsunami, seiche, or mudflow. This impact would be less than significant.

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	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
10. LAND USE AND PLANNING. Would the project:				
a) Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to, the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

DISCUSSION OF IMPACTS

- a) **No Impact.** None of the improvements contemplated in the proposed Specific Plan would create barriers that could divide the community. Future development projects that would implement the Specific Plan would include new and expanded pedestrian and bicycle facilities that would provide safer and more convenient connections within and between areas of the city. There would be no impact.
- b) **Less Than Significant Impact.** The proposed Specific Plan is intended to be consistent with and implement the goals and policies of the City of Manhattan Beach adopted General Plan and implementing documents as well as the City's LCP. The project area is located within the City's coastal zone, as such, the LCP provides standards for development, such as height restrictions, setbacks, density, landscaping, parking, allowed uses, and signage. The proposed Specific Plan's land use plan is consistent with the land use classifications identified in the adopted General Plan and, with a few exceptions, the LCP. The Plan includes changes to the General Plan, Municipal Code Zoning Map and text, and LCP Land Use Policy Map and LCP Zoning Map and text, and LCP Implementation Plan to reflect the new Downtown Specific Plan. Additionally, minor revisions are provided, so that the LCP is consistent with the adopted General Plan and Zoning Map and the historic and current land uses within the project area. The area proposed to be designated as Residential has been residential since at least the 1930's, and is currently entirely residential and has been since at least 1995, more than 20 years. The area proposed to be designated as Public Facilities is the Public Safety Facility, and it is consistent with the General Plan and Zoning Map/text. These minor revisions will necessitate an associated change to the Downtown Height Limits Diagram.

The land use and zoning redesignation revisions were also discussed and analyzed in previous environmental documents and found have only less than significant impacts. The February 2003 Certified Housing Element also has a comprehensive discussion of these changes to the Downtown with the history going back to 1995 when the residents in the area requested the rezoning to maintain the existing residential character of the area. The Initial Study for the 2003 Housing Element concludes that the Element will not result in any significant changes to the adopted land use policy or the existing Land Use Plan provided in the Land Use Element.

The proposed changes to the City's Local Coast Program (LCP) Maps are only to reconcile the designation nomenclature, in areas where there are conflicts, for consistency with the adopted General Plan and Zoning Maps and with the actual existing land uses. No impacts will result from the proposed changes.

The proposed Specific Plan builds on the policy framework and direction set forth for the plan area by the City's General Plan and LCP. The City's General Plan and LCP are the existing guiding documents for development within the Specific Plan area. The General Plan has goals and policies that encourage low-profile development, well-proportioned structures and attractive streetscapes. Consistent with General Plan goals, the proposed Specific Plan provides the framework to preserve Downtown's small-town character, provides pedestrian amenities, and includes strategies to address mobility and parking needs in the plan area. The relevant General Plan policies and the Specific Plan's consistency with these policies are outlined in the following table:

TABLE 2
GENERAL PLAN CONSISTENCY ANALYSIS

Policy	Project Consistency
Land Use	
Policy LU-1.1: Limit the height of new development to three stories where the height limit is thirty feet, or two stories where the height limit is twenty-six feet, to protect the privacy of adjacent properties, reduce shading, protect vistas of the ocean, and preserve the low-profile image of the community.	The proposed Specific Plan is generally consistent with this policy. The Specific Plan maintains the 26-foot height limit for two-story buildings, with exceptions in the Downtown Commercial designation, Area B, for a 2-foot increase to 28 feet to allow for elevator shafts. The Code already provides height exceptions for vent pipes, antenna (up to 10 feet) and chimneys (up to 5 feet) and this proposal is consistent with these current exceptions. See also the analysis of potential aesthetic impacts regarding the proposed height limit exception in Section 1(a, c), above.
Policy LU-1.2: Require the design of all new construction to utilize notches, balconies, rooflines, open space, setbacks, landscaping, or other architectural details to reduce the bulk of buildings and to add visual interest to the streetscape.	The proposed Specific Plan is consistent with this policy. The Specific Plan, Chapter 6 establishes design guidelines and development standards for private development, including identifying the requirement for setbacks, building articulation and optional setbacks for upper stories. The Specific Plan would enhance the plan area's small-town character by implementing these design guidelines and development standards.
Policy LU-3.2: Promote the use of adopted design guidelines for new construction in Downtown, along Sepulveda Boulevard, and other areas to which guidelines apply.	The proposed Specific Plan is consistent with this policy. The Specific Plan establishes new design guidelines and development standards for the Downtown area, and provides a framework to preserve the Downtown's character.

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Policy	Project Consistency
Policy LU-3.4: Establish and implement consistent standards and aesthetics for public signage, including City street signs.	The proposed Specific Plan is consistent with this policy. The Specific Plan establishes design guidelines and development standards, including standards for public signs for use in the Downtown area.
Policy LU-3.6: Encourage the beautification of the walkstreets, particularly through the use of landscaping.	The proposed Specific Plan is consistent with this policy. The Specific Plan does not revise the walkstreet landscape standards that encourage private low-height landscaping. The Plan also establishes guidelines for landscaping in the Downtown area where landscaping would be used to create a distinct character for specific streets and neighborhoods.
Policy LU-4.1: Protect public access to and enjoyment of the beach while respecting the privacy of beach residents.	The proposed Specific Plan is consistent with this policy. Implementation of the Specific Plan would result in future improvements to Downtown's streets, sidewalks, and open spaces that enhance pedestrian and bicycle access to the project area. This would encourage the public to access the beach areas through the City's Downtown and minimize residential neighborhood intrusion.
Policy LU-4.2: Develop and implement standards for the use of walkstreet encroachment areas and other public right-of-way areas.	The proposed Specific Plan is consistent with this policy. Implementation of the Specific Plan would not revise the current walkstreet encroachment area landscape and private improvement standards that allow private low height landscaping and other private improvements that enhance and beautify the environment while strengthening the project area's sense of place.
Policy LU-4.6: When public improvements are made, they should preserve and maintain distinctive neighborhood characteristics.	The proposed Specific Plan is consistent with this policy. The public realm improvements envisioned in the Specific Plan would complement and enhance the Downtown's small-town character with features that include streetscape furnishings, decorative bicycle parking racks, accent lighting, and thematic signage. Private development and public improvements guided by the policies, standards, and guidelines of the Specific Plan would preserve and enhance the unique character of Downtown.
Policy LU-5.1: Require the separation or buffering of residential areas from businesses which produce noise, odors, high traffic volumes, light or glare, and parking through the use of landscaping, setbacks, or other techniques.	The proposed Specific Plan is consistent with this policy. The proposed land use plan designations for the plan area are consistent with the land use designations identified in the General Plan and the LCP. Future uses in the Specific Plan area would be required to comply with the City's noise regulations and lighting requirements (Manhattan Beach Municipal Code Chapters 5.48 and 10.60, respectively). In addition, the proposed Specific Plan includes policies related to trash and litter

Policy	Project Consistency
	management in the Downtown area to address trash-related odors. Thus, conflicts between residential and business uses are not anticipated.
Policy LU-5.7: Recognize the unique qualities of mixed-use areas, and balance the needs of both the residential and commercial uses.	The proposed Specific Plan is consistent with this policy. The Downtown would continue to be a thriving commercial mixed-use District. The Specific Plan, Chapter 6 establishes design guidelines and development standards for private development, including identifying the requirement for setbacks, building articulation, and optional stepbacks for upper stories, which would serve to help balance the needs of the residential and commercial uses.
Policy LU-6.1: Support and encourage small businesses throughout the City.	The proposed Specific Plan is consistent with this policy. The vision, policies, design guidelines and development standards of the Specific Plan support this goal. Proposed development standards that support and encourage small businesses include limitations for individual commercial tenants on the length of frontage along a street, limitation of new ground floor uses to those that are small and pedestrian oriented with a total square footage cap for retail uses.
Policy LU-7.2: Encourage the use of the Downtown Design Guidelines to improve the Downtown's visual identification as a unique commercial area.	The Specific Plan establishes new design guidelines and development standards for the Downtown area, and provides a framework to preserve the Downtown's character while creating an environment conducive to development. The proposed Specific Plan would repeal, replace, and expand upon the existing Downtown Design Guidelines with the new design guidelines.
Policy LU-7.3: Support pedestrian-oriented improvements to increase accessibility in and around Downtown.	The proposed Specific Plan is consistent with this policy. Implementation of the Specific Plan would result in coordinated, custom streetscape furnishings, landscaping, and materials that enhance the pedestrian environment. Additionally, the Specific Plan would result in future improvements to Downtown's streets and sidewalks, that would provide a safe, comfortable environment for pedestrians and bicyclists that achieves a significant reduction in conflicts between both modes of transportation and motor vehicles.
Policy LU-7.4: Encourage first-floor street front businesses with retail, restaurants, service/commercial, and similar uses to promote lively pedestrian activity on Downtown streets, and consider providing zoning regulations that support these uses.	The proposed Specific Plan is consistent with this policy. The Specific Plan would encourage first-floor business providing attractive storefronts and outdoor dining spaces that activate the project area's commercial streets. Commercial buildings would incorporate prominent ground floor storefronts,

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Policy	Project Consistency
	occupied by retailers and restaurants that activate the adjacent streets, with limitations on other non-active streetfront uses. Proposed development standards that support this policy include minimum requirements for ground floor commercial façade transparency and maximum front setbacks, as well as maximum tenant frontages and ground floor retail square footage caps.
Infrastructure	
Policy I-3.1: Review the existing Downtown Parking Management Program recommendations, re-evaluate parking and loading demands, and develop and implement a comprehensive program, including revised regulations as appropriate, to address parking issues.	The proposed Specific Plan is consistent with this policy. The Specific Plan provides for multipurpose drop-off zones, specialized motorcycle and electric vehicle parking and rideshare/taxi/shuttle loading areas to help reduce parking demand. The Specific Plan also includes new technologies, and minor improvements such as new signage to address parking issues in the plan area.
Policy I-3.5: Encourage joint-use and off-site parking where appropriate.	The proposed Specific Plan is consistent with this policy. The proposed Specific Plan provides recommendations for the provision of valet as well as shuttle services to and from existing and potential future remote parking lots.
Policy I-6.1: Implement those components of the Downtown Design Guidelines that will enhance the pedestrian oriented environment.	The proposed Specific Plan is consistent with this policy. Implementation of the Specific Plan would result in future improvements to Downtown's streets, sidewalks, and open spaces that enhance pedestrian and bicycle access to the project area.
Policy I-6.6: Incorporate bikeways and pedestrian ways as part of the City's circulation system where safe and appropriate to do so.	The proposed Specific Plan is consistent with this policy. Implementation of the Specific Plan would result in future improvements to Downtown's streets, sidewalks, and open spaces that enhance pedestrian and bicycle access to the project area. Bicyclists will enjoy safe passage along the project area's streets and ample bicycle parking facilities at key destinations throughout the district.
Policy I-9.3: Support the use of storm water runoff control measures that are effective and economically feasible.	The proposed Specific Plan is consistent with this policy. The Specific Plan includes goals to manage, maintain, and improve stormwater drainage and capacity in the plan area. The increased landscaping that would occur with implementation of the Specific Plan would serve to capture and control runoff prior to entering the City's stormwater drainage system.
Policy I-9.4: Encourage the use of site and landscape designs that minimize surface runoff by minimizing the use of concrete and maximizing the use of permeable surface materials.	The proposed Specific Plan is consistent with this policy. The Specific Plan includes goals to manage, maintain, and improve stormwater drainage and capacity in the plan area. The increased landscaping that would occur with implementation of the Specific Plan would serve to capture and control runoff prior

Policy	Project Consistency
	to entering the City's stormwater drainage system. Alternative ground surface treatments are encouraged that maximize permeable surfaces.
Community Resources	
Policy CR-2.2: Continue to encourage and support cultural arts programs and events.	The proposed Specific Plan is consistent with this policy. The Specific Plan would enhance public spaces and amenities that provide the opportunity to showcase Manhattan Beach's unique history, art, and culture.
Policy CR-2.4: Include artwork in City capital improvement projects.	The proposed Specific Plan is consistent with this policy. One of the goals and visions of the Specific Plan is to utilize the public realm to celebrate the history of the community and its support of public arts and positive aesthetics.
Policy CR-4.1: Protect existing mature trees throughout the City and encourage their replacement with specimen trees whenever they are lost or removed.	The proposed Specific Plan is consistent with this policy. The proposed Specific Plan encourages the retention of existing street trees, as well as other public trees, and private trees in appropriate areas, and the planting of native or naturalized species for new or replacement trees.
Policy CR-4.2: Investigate methods to improve the quality and maintenance of street trees and public landscape improvements.	The proposed Specific Plan is consistent with this policy. The Specific Plan provides for increased landscaping within the plan area to enhance the physical, ecological, and cultural aspects of the City.
Policy CR-4.3: Recognize that landscaping, and particularly trees, provide valuable protection against air pollution, noise, soil erosion, excessive heat, and water runoff, and that they promote a healthy environment.	The proposed Specific Plan is consistent with this policy. The Specific Plan provides for increased landscaping within the plan area to enhance the physical, ecological, and cultural aspects of the City. The Specific Plan also encourages, when opportunities exist, allowing the street to function as an air quality and water quality enhancer by providing shade utilizing urban forestry and water quality improvements through stormwater runoff capture and use through planted bioswales.
Air Quality	
Policy CR-6.1: Encourage alternative modes of transportation, such as walking, biking, and public transportation, to reduce emissions associated with automobile use.	The proposed Specific Plan is consistent with this policy. Implementation of the Specific Plan would result in coordinated, custom streetscape furnishings, landscaping, and materials that enhance the pedestrian environment. Additionally, the Specific Plan would result in future improvements to Downtown's streets and sidewalks, that would provide a safe, comfortable environment for pedestrians and bicyclists, as well as support for alternative modes of transportation and electric

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Policy	Project Consistency
	vehicles, that achieves a reduction in motor vehicle trips.
Policy CR-6.2: Encourage the expansion and retention of local serving retail businesses (e.g., restaurants, family medical offices, drug stores) to reduce the number and length of automobile trips to comparable services located in other jurisdictions.	The proposed Specific Plan is consistent with this policy. The Specific Plan includes a goal to support a vital Downtown business district that is chiefly comprised of small, pedestrian-oriented commercial business that serve Manhattan Beach residents, and includes visitor-oriented uses limited to low-intensity businesses that provide goods and services primarily to beachgoers. This would serve to reduce motor vehicle trips.

The California Coastal Act (California Public Resource Code sections 30000 et seq.) was enacted by the State Legislature in 1976 to provide long-term protection of California's 1,100-mile coastline for the benefit of current and future generations. The Coastal Commission, in partnership with coastal cities and counties, plans and regulates the use of land and water in the coastal zone. Development activities, which are broadly defined by the Coastal Act to include (among others) construction of buildings, divisions of land, and activities that change the intensity of use of land or public access to coastal waters, generally require a coastal permit from either the Coastal Commission or the local government. To adopt the Specific Plan, the City will be required to amend the City's LCP to maintain consistency between the documents. Per Section A.96.250 of the City of Manhattan Beach Local Coastal Program, LCP Amendments, the City Council may amend all or part of the LCP, but the amendment will not take effect until it has been certified by the Commission. The relevant LCP policies and the Specific Plan's consistency with these policies are outlined in the following table:

TABLE 3
LOCAL COASTAL PROGRAM CONSISTENCY ANALYSIS

Policy	Project Consistency
I- COASTAL ACCESS POLICIES	
Access Policies	
Policy I.A.1: The City shall maintain the existing vertical and horizontal accessways in the Manhattan Beach Coastal Zone.	<p>The proposed Specific Plan is consistent with this policy. The Specific Plan does not suggest or require any changes to physical access to the beach. Existing views would not be substantially altered by new development, even with the potential two-foot height exception in Area B. The Specific Plan establishes standards for street lighting such that new lighting standards would be arched in such a way to frame and enhance views of the beach or ocean.</p> <p>Existing views would not be altered with the consistency changes from commercial to residential in a small portion of the Plan area. The reconciliation of the Land Use Policy and Zoning Maps will not have any changes to accessways.</p>
Policy I.A.2: The City shall encourage, maintain, and implement safe and efficient traffic flow patterns to permit sufficient beach and parking access.	<p>The proposed Specific Plan is consistent with this policy. The Specific Plan provides for multipurpose drop-off zones, specialized motorcycle and electric vehicle parking, and rideshare/taxi/shuttle loading areas to help reduce parking demand. The Specific Plan also includes new technologies, and minor improvements such as new signage to address parking issues in the plan area.</p> <p>Implementation of the Specific Plan would result in future improvements to Downtown's streets, sidewalks, and open spaces that enhance pedestrian and bicycle access to the project area. This would encourage the public to access the beach areas through the City's Downtown.</p>
Transit Policies	
Policy I.B.1: The City shall encourage public transportation service to mitigate excess parking demand and vehicular pollution. All transportation/congestion management plans and mitigation measures shall protect and encourage public beach access.	<p>The proposed Specific Plan is consistent with this policy. The Specific Plan does not suggest changes to transit services with the exception of instituting shuttle service to aid in the utilization of remote parking locations to increase parking opportunities. The Specific Plan provides for multipurpose drop-off zones, specialized motorcycle and electric vehicle parking and rideshare/taxi/shuttle loading areas to help reduce parking demand. The Specific Plan also includes new technologies, and minor improvements such as new signage to address parking issues in the plan area. This would encourage the public to access the beach areas through the City's Downtown.</p>

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Policy	Project Consistency
Policy I.B.3: The City shall encourage pedestrian and bicycle modes as a transportation means to the beach.	The proposed Specific Plan is consistent with this policy. Implementation of the Specific Plan would result in future improvements to Downtown's streets, sidewalks, and open spaces that enhance pedestrian and bicycle access to the project area. This would encourage the public to access the beach areas through the City's Downtown.
Policy I.B.7: The City shall provide adequate signing and directional aids so that beach goers can be directed toward available parking.	The proposed Specific Plan is consistent with this policy. The Specific Plan establishes design guidelines and development standards, including standards for public signs for use in the Downtown area. The Specific Plan also includes new technologies, and minor improvements such as new signage to address parking issues in the plan area.
Parking Policies	
Policy I.C.1: The City shall maintain and encourage the expansion of commercial district parking facilities necessary to meet demand requirements.	The proposed Specific Plan is consistent with this policy. The proposed Specific Plan would result in no net loss of public parking and further recommends the development of various parking strategies to manage and accommodate commercial parking demand. Examples include the provision of shuttle services to and from existing and potential future remote parking lots, the designation of rideshare/taxi/shuttle loading areas and drop-off zones, and the use of stacked parking with valets/attendants. Through the use of these strategies, not only will existing parking areas be maximized, but overall parking demand will decrease, resulting in more available parking capacity. See the discussions of Policy I.B.1 and Policy I.B.7, above.
Policy I.C.2: The City shall maximize the opportunities for using available parking for weekend beach use.	The proposed Specific Plan is consistent with this policy. See the discussions of Policy I.B.1, Policy I.B.7, and I.C.1, above.
Policy I.C.3: When public improvements are made, they should preserve and maintain distinctive neighborhood characteristics.	The proposed Specific Plan is consistent with this policy. The public realm improvements envisioned in the Specific Plan would complement and enhance the Downtown's small-town character with features that include streetscape furnishings, decorative bicycle parking racks, accent lighting, and thematic signage. Private development and public improvements guided by the policies, standards, and guidelines of the Specific Plan would preserve and enhance the unique character of Downtown.
Policy I.C.10: Concentrate new parking in the Downtown Commercial District to facilitate joint use opportunities (office and weekend beach parking uses).	The proposed Specific Plan is consistent with this policy. See the discussions of Policy I.B.1, Policy I.B.7, and I.C.1, above.

Policy	Project Consistency
II- COASTAL LOCATING AND PLANNING NEW DEVELOPMENT POLICIES	
A. Commercial Development	
Policy II.A.2: Preserve the predominant existing commercial building scale of one and two stories, by limiting any future development to a 2-story maximum, with a 30' height limitation as required by Sections A.04.030, A.16.030, and A.60.050 of Chapter 2 of the Implementation Plan.	The proposed Specific Plan is consistent with this policy. The Specific Plan maintains the current 26-foot height limit for the majority of the commercial area of the Specific Plan, with exceptions in, Area B, for a 2-foot increase to 28 feet to allow for elevator shafts which would still be under the 30' height limitation within the policy. Area A, of the commercial area allows a 30 foot height limit and no revisions are proposed. The Code already provides height exceptions for vent pipes, antennas (up to 10 feet) and chimneys (up to 5 feet) and this proposal is consistent with these current exceptions.
Policy II.A.3: Encourage the maintenance of commercial area orientation to the pedestrian.	Implementation of the Specific Plan would result in coordinated, custom streetscape furnishings, landscaping, and materials that enhance the pedestrian environment. The Specific Plan would encourage first-floor business providing attractive storefronts and outdoor dining spaces that activate the project area's commercial streets. Proposed development standards that support this policy include minimum requirements for ground floor commercial façade transparency and maximum front setbacks, as well as maximum tenant frontages and ground floor retail square footage caps.
Policy II.A.7: Permit mixed residential/commercial uses on available, suitable commercial sites.	The proposed Specific Plan is consistent with this policy. The Downtown would continue to be a thriving commercial mixed-use District. The Specific Plan, Chapter 6 establishes design guidelines and development standards for private development, including identifying the requirements for setbacks, building articulation, and optional stepbacks for upper stories, which would serve to help balance the needs of the residential and commercial uses.
B. Residential Development	
Policy II.B.1: Maintain building scale in coastal zone residential neighborhoods consistent with Chapter 2 of the implementation Plan.	The proposed new LCP land use Policy Map and zoning designations are consistent with the building scale in the coastal zone neighborhood and would result in no changes to the physical environment. The area has historically been, since the 1930's predominately residential and has been, since at least 1995 and remains currently, entirely residential. The LCP Land Use Policy and Zoning Map consistency revisions will only reconcile the designation nomenclature and not have any changes to any development standards including building scale.

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Policy	Project Consistency
Policy II.B.3: Maintain Coastal Zone residential height limit not to exceed 30' as required by Sections A.04.030 and A.60.050 of Chapter 2 of the Implementation Plan.	The proposed new LCP land use policy map and zoning designation is consistent with the 30' Coastal Zone residential height limit as required by the LCP - Implementation Program. Specifically, the height limitation within the "RH" zone is 30 feet, which is consistent with historical and current development in the area.

The project is also consistent with the public access and recreation policies of Chapter 3 of the California Coastal Act of 1976, as follows:

Section 30212 (a) (2): The proposed amendment does not impact public access to the shoreline since all streets, walkways, and other access corridors within the Coastal Zone will remain unchanged.

Section 30221: Present and foreseeable future demand for public or commercial recreational activities are already adequately provided for in the area. The proposed land use and zoning changes are consistent with and reflect the current development pattern of the affected parcels which are currently and historically a residential neighborhood in the area around 10th and 11th Streets at Highland Avenue and on the Civic Center site which is developed with the Public Safety Facility and physically separated from the commercial Metlox property to the south by 13th Street.

Section 30222: "The proposal does not impact the use of private lands suitable for visitor-serving commercial recreational facilities designed to enhance public opportunities for coastal recreation which are given priority over private residential, general industrial, or general commercial development." As previously discussed, the small area being redesignated and rezoned from commercial to residential has historically been, since the 1930's, predominately residential and has been, since at least 1995 and remains currently, entirely residential. The small area proposed to be redesignated does not significantly impact the availability of low-cost or other types of visitor serving uses as the surrounding area provides commercial uses. In addition, the LCP Land Use Policy and Zoning Map consistency revisions will only reconcile the designation nomenclature, in areas where there are conflicts, and not have any changes to any visitor-serving commercial recreational facilities.

The proposed Specific Plan was developed to ensure consistency with the General Plan and the LCP. The goals, design guidelines and implementation programs developed for the Specific Plan are designed to support and enhance the goals and policies of the General Plan and the LCP. The land use designations of the Specific Plan are consistent with and implement corresponding land use designations in the General Plan and the LCP with minor revisions proposed. Based on the analysis provided above, the proposed project would not conflict with any applicable land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect and this impact would be less than significant.

- b) **No Impact.** The plan area is not subject to any habitat conservation plans or natural community conservation plans. There would be no impact.

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
11. MINERAL RESOURCES. Would the project:				
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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- a, b) **No Impact.** There are no existing mineral resource extraction operations in the plan area. Furthermore, the plan area is not known to contain any valuable mineral resources. The plan area is fully developed with urban uses and the proposed Specific Plan does not include any site-specific designs or proposals or grant any entitlements for development. Therefore, the proposed Specific Plan would have no potential to result in the loss of availability of a known mineral resource or a locally important mineral resource recovery site. There would be no impact.

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	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
12. NOISE. Would the project result in:				
a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance or of applicable standards of other agencies?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) For a project located within an airport land use plan area or, where such a plan has not been adopted, within 2 miles of a public airport or a public use airport, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

DISCUSSION OF IMPACTS

- a, c) **Less Than Significant Impact with Mitigation Incorporated.** The proposed Specific Plan does not include any site-specific designs or proposals, or grant any entitlements for development. The proposed changes to existing land use designations in the plan area are consistent with the historic and current land uses in the area. As a policy and regulatory document, the proposed Specific Plan would have no direct impacts related to noise. The conceptual public realm improvements envisioned in the Specific Plan are intended only to serve as guidance for the City in implementing these types of improvements in the future and would require further CEQA consideration at the project-level prior to implementation. The types of improvements envisioned in the proposed Specific Plan are limited to redevelopment of existing buildings, bicycle and pedestrian facilities, parking drop-off and circulation improvements, streetscape improvements, and future shuttle system. The improvements envisioned to implement the proposed Specific Plan are expected to generate noise levels compatible with the surrounding urban environment. One possible exception is the potential for restaurants and other commercial establishments to develop outdoor commercial spaces, such as utilizing the proposed optional upper story optional stepback allowance for outdoor dining. Like all uses in the City, outdoor commercial spaces, including those utilizing upper story stepback areas, would be subject to Chapter

5.48 (Noise Regulations), including the “Exterior noise standards” identified in Section 5.48.160. This section presents maximum day (7:00 a.m.—10:00 p.m.) and night (10:00 p.m.—7:00 a.m.) noise standards for residential, commercial, and industrial land uses. Six sets of standards are provided, based on the duration of the noise source per hour (e.g., 30 minutes, 15 minutes, 5 minutes, 1 minute, 0 minutes, and an exterior equivalent standard). The Noise standards also use the “reasonable person” standard in that the noise may not disturb a reasonable person of normal sensitivity. Outdoor dining with service of alcohol in late night hours when ambient noise levels are lowest and people are most sensitive to noise impacts is the area where there could be a potential impact. Mitigation Measure **NOI-1** is provided to ensure future outdoor commercial uses that may have an impact comply with the City’s exterior noise standards. Additionally, under the existing Zoning regulations all restaurants and alcohol sales require a Use Permit which is a notice public hearing, with very specific findings that must be met in order to approve these uses. The proposed Specific Plan provides additional findings for outdoor dining areas to further address potential disruptions. Larger buildings and sites are also subject to the Use Permit process requirements, which would further minimize any disruptions. With the implementation of Mitigation Measure **NOI-1**, the proposed project would not result in the exposure of persons to or generation of noise levels in excess of established standards and would not result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project. Therefore, impacts are less than significant with mitigation.

Mitigation Measure

- NOI-1** Prior to the issuance of a use permit or building permit for any second-floor outdoor commercial restaurant dining that includes service of alcohol and hours of operation during the late night hours, an acoustical study shall be prepared to the satisfaction of the Community Development Director. The study shall quantify the anticipated noise levels generated by the use and demonstrate compliance with the “Exterior noise standards” identified in Section 5.48.160 of the Manhattan Beach Municipal Code. Design and construction techniques may be utilized to reduce and/or shield noise sources to achieve compliance with the standards, such as sound-rated plexiglass parapets, noise curtains, and other noise reducing materials, and/or operational conditions may be imposed to reduce any potential impacts.

Timing/Implementation: During Use Permit or Building Permit Review

Enforcement/Monitoring: City of Manhattan Beach Community Development Department

- b) **Less Than Significant Impact** None of the allowable uses in the proposed Specific Plan area are uses associated with vibrations or groundborne noise. Construction practices used to implement the public realm improvements envisioned in the proposed Specific Plan and to build out private land may temporarily generate vibrations. However, it is not anticipated that such construction activities would include blasting or pile driving, which are the highest vibration-generating construction activities. Therefore, the proposed Specific Plan is not expected to expose people to or generate excessive groundborne noise or groundborne vibration levels. Therefore, impacts would be less than significant.
- d) **Less Than Significant Impact with Mitigation Incorporated.** The proposed Specific Plan does not include any site-specific designs or proposals, grant any entitlements for development, or propose to change existing land use designations in the plan area. As a policy and

regulatory document, the proposed Specific Plan would have no potential to directly result in a temporary or periodic increase in ambient noise levels in the plan area. As noted in part a-c), future outdoor commercial uses (e.g., outdoor dining) have the potential to periodically generate noise levels in excess of existing noise levels on surrounding properties. Mitigation Measure NOI-1 is included to ensure such outdoor commercial use comply with the City's exterior noise standards, reducing impacts to a less than significant level.

In addition to periodic noise, construction of improvements envisioned in the proposed Specific Plan have the potential to temporarily exceed noise standards. Because construction is a necessary activity in maintaining and developing a city, municipal codes frequently include special provisions related to construction noise. The City of Manhattan Beach Municipal Code includes special provisions in Section 5.48.060 (Construction), which prohibits construction activities on weekdays before 7:30 a.m. and after 6 p.m. and on Saturdays before 9 a.m. and after 6 p.m. in order to protect nearby residents during the more sensitive nighttime hours. Construction activities are prohibited on Sundays and on designated public holidays. Compliance with the limitations of Municipal Code Section 5.48.060 would ensure that construction noise levels would not exceed noise limitations established by the City. This would be a less than significant impact.

- e, f) **No Impact.** The plan area is not located in an airport land use plan area or within 2 miles of an airport. Los Angeles International Airport is located nearly 3 miles north of the plan area, while Hawthorne Municipal Airport is located nearly 4 miles away to the northeast. Given the distance to these airports, the plan area would not be exposed to excessive noise levels associated with airport operation. Therefore, there is no impact.

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
13. POPULATION AND HOUSING. Would the project:				
a) Induce substantial population growth in an area, either directly (e.g., by proposing new homes and businesses) or indirectly (e.g., through extension of roads or other infrastructure)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

DISCUSSION OF IMPACTS

- a) **Less Than Significant Impact.** As of January 1, 2015, Manhattan Beach had a total population of approximately 35,763 (DOF 2015). The proposed Specific Plan does not include any site-specific designs or proposals, or grant any entitlements for development. The proposed changes to existing land use designations in the plan area are consistent with the historic and current land uses in the area. The LCP Land Use Policy and Zoning Map consistency revisions will only reconcile the designation nomenclature and not have any changes to population or housing. Future improvements implementing the proposed Specific Plan would not include the development of any new housing or employment centers that would directly increase the population or indirectly induce population growth. Therefore, this impact would be less than significant.
- b, c) **Less Than Significant Impact.** Future improvements implementing the Specific Plan would primarily consist of redevelopment of existing buildings, as well as pedestrian and bicycle improvements. The exact locations of these improvements have not yet been determined, but they would not be anticipated to require the removal of any housing in the plan area. Furthermore, future projects would be subject to further CEQA review of project-specific impacts. This impact would be less than significant.

ENVIRONMENTAL CHECKLIST

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
14. PUBLIC SERVICES. Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any of the following public services:				
a) Fire protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

DISCUSSION OF IMPACTS

- a-e) **Less than Significant Impact.** The proposed Specific Plan does not include any site-specific designs or proposals, or grant any entitlements for development. The proposed changes to existing land use designations in the plan area are consistent with the historic and current land uses in the area. The LCP Land Use Policy and Zoning Map consistency revisions will only reconcile the designation nomenclature. Therefore, the proposed project would have no direct impact on public services. Indirectly, build out of the Specific Plan area with both private development and public improvements could increase the amount of persons and buildings in the project area, thereby increasing the demand for fire and police protection and other public services. However, such increase in activity in the Specific Plan area would be consistent with the growth envisioned in the City's General Plan. In addition, given the adequacy of the City's existing public service facilities and the limited expansion potential of the Specific Plan area, the proposed project would not result in substantial adverse physical impacts associated with the need for new or physically altered governmental facilities. Therefore, impacts would be less than significant.

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
15. RECREATION.				
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Does the project include recreational facilities, or require the construction or expansion of recreational facilities, which might have an adverse physical effect on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

DISCUSSION OF IMPACTS

- a) **Less than Significant Impact.** See Response 14(a–d). The proposed project would not directly or indirectly induce population growth in the city or otherwise increase demand for existing parks or other recreation facilities. Indirectly, build out of the Specific Plan area with both private development and public improvements could increase the amount of persons in the project area, thereby increasing the demand for parks and recreational facilities. However, given the increase in the City’s tax base associated with such growth, the required payment of Quimby Act (parks and recreation) fees, and the limited residential growth potential of the Specific Plan area, the substantial physical deterioration of parks and recreational facilities is not expected. Therefore, impacts would be less than significant.
- b) **Less Than Significant Impact.** The proposed Specific Plan does not include any site-specific designs or proposals, or grant any entitlements for development. The proposed changes to existing land use designations in the plan area are consistent with the historic and current land uses in the area. The LCP Land Use Policy and Zoning Map consistency revisions will only reconcile the designation nomenclature. However, future development projects envisioned in the Specific Plan would include new and expanded pedestrian and bicycle facilities that could be used for recreational purposes. Given the nature and scale of such improvements (e.g., street furnishings, pavement striping and signage, bicycle racks, etc.), the construction of such improvements would result in limited environmental effects, including aesthetic impacts, release of air emissions associated with construction equipment, and temporary noise impacts. Each of these potential effects is addressed in the appropriate subsection of this document and, where necessary, mitigation is provided to reduce impacts to levels that are less than significant. Therefore, the project’s recreation impacts would be less than significant.

ENVIRONMENTAL CHECKLIST

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
16. TRANSPORTATION/TRAFFIC. Would the project:				
a) Conflict with an applicable plan, ordinance, or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Conflict with an applicable congestion management program, including, but not limited to, level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

DISCUSSION OF IMPACTS

- a, b) **Less Than Significant Impact with Mitigation Incorporated.** One of the primary purposes of the proposed Specific Plan is to facilitate and encourage the use of alternative modes of transportation to, from, and within the plan area in order to reduce traffic congestion and parking demand. Circulation Plan Goals 1, 2, and 7 support increased safety for pedestrians, bicyclists, and transit users. Specifically, Goal 7 includes the potential for traffic calming measures. However, none of the contemplated measures in the proposed Specific Plan would redirect traffic, decrease the level of service or degrade the performance of the roadway network. Circulation Plan Goals 3 through 5 support the provision of a greater variety of travel options for local residents and visitors. Circulation Plan Goal 6 supports alternatives to reduce demand for surface parking facilities. The proposed Specific Plan recommends the development of various parking strategies to manage and accommodate commercial parking demand, such as the provision of shuttle services to and from existing and potential future remote parking lots. Through the

use of these strategies, overall parking demand will decrease, resulting in more available parking capacity. Finally, Circulation Plan Goal 9 supports greater access to transit service. Such efforts would reduce traffic congestion in the plan area by directing more people to easily accessible and safe transportation alternatives, thus alleviating traffic impacts and demand for parking facilities. The project is also consistent with the access, transit and parking Policies of the LCP as discussed in detail under the Land Use section.

Implementation of the proposed Specific Plan would not modify or substantially alter the existing circulation patterns of the Downtown area. None of the proposed circulation improvements identified in the Project Description would restrict or alter current circulation patterns or routes. Adoption of the proposed Specific Plan would not fund or entitle any new trip-generating uses. Furthermore, the proposed Specific Plan does not promote additional development intensity beyond the existing uses in the Downtown area, and additionally would not result in an increase in vehicle trips beyond those envisioned in the City's General Plan. The proposed Specific Plan's land use plan is consistent with the land use designations identified in the General Plan, as well as the historic and existing land uses on the ground and the LCP will be revised to also be consistent with the General Plan. The LCP Land Use Policy and Zoning Map consistency revisions will only reconcile the designation nomenclature. Thus, adoption of the proposed Specific Plan would not result in any unanticipated growth or increase in vehicle trips or degradation of roadway or intersection levels-of-service.

Some of the proposed circulation improvements, namely up to four pedestrian plazas and several multi-purpose drop-off zones, would occupy existing public parking spaces on the street. However, as conditioned by the City Council, these features would not be constructed until and unless equivalent replacement public parking is acquired, resulting in no net loss of parking. Although these facilities would replace a low percentage of total public parking spaces, Mitigation Measure TR-1 is proposed to ensure no net loss in public parking due to such public realm features.

Conceptual Beach Head improvements have been designed for the west end of Manhattan Beach Boulevard. Based on the California Highway Design Manual (HDM) and A Policy on Geometric Design of Highways and Streets (Greenbook), it was found that there are two existing traffic circulation deficiencies, namely discontinuous pedestrian paths between the sidewalk and Pier, and absence of a turnaround for vehicles that reach the end of Manhattan Beach Boulevard. A turnaround has been designed with a radius pursuant to the HDM and Greenbook recommendations to accommodate the largest anticipated vehicles: a bus or single-unit truck. The turnaround would eliminate vehicle queuing in the westbound direction and remove a "dead end" that currently requires drivers to back up or turn across pedestrian paths or drive through parking lots in order to exit the area. The conceptual design would also establish safe pedestrian sidewalk connections and crossings that are separated from the vehicular traffic flow, helping to reduce the potential for vehicle-pedestrian collisions. The turnaround, sidewalks and related crosswalks would be designed to meet the latest roadway design standards and best practices pursuant to the Urban Street Design Guide. Based on the preceding discussion, the proposed Specific Plan would not conflict with any applicable regional or local transportation standards, congestion management plans, or alternative transportation plans. These impacts would be less than significant.

Mitigation Measure

- TR-1 Public realm improvements shall be constructed in a manner in which the overall public parking supply is maintained, and no net loss in public parking occurs.

Timing/Implementation: During plan review and plan check

Enforcement/Monitoring: City of Manhattan Beach Community Development Department

City of Manhattan Beach Public Works Department

- c) **No Impact.** The plan area is not within the influence area of any airports. Furthermore, the proposed Specific Plan would not increase population in the region or otherwise result in an increase or change in air traffic levels. There would be no impact.

- d, e) **Less Than Significant Impact.** The proposed Specific Plan does not include any site-specific designs or proposals, or grant any entitlements for development. The proposed changes to existing land use designations in the plan area are consistent with the historic and current land uses in the area. The LCP Land Use Policy and Zoning Map consistency revisions will only reconcile the designation nomenclature. The public and private improvements envisioned in the Specific Plan would be subject to the City's development standards, regional, state and federal design standards, as well as to further CEQA review of project-level impacts. City review of project-specific development would ensure that no hazards are created to motorists, pedestrians, bicyclists, or transit riders and that adequate emergency access is maintained to surrounding properties.

Specifically, the proposed Specific Plan circulation elements have been evaluated, and it has been determined that the multi-purpose drop-off zones, pedestrian plazas and other streetscape elements in the Project Description would not change the existing roadway network or impede emergency access. The multi-purpose drop-off zones would reduce congestion and the potential for collisions by designating safe locations to enter/exit a vehicle out of traffic lanes. Pedestrian plazas would not affect travel lanes or restrict sight distance. Bicycle and pedestrian amenities would be designed and constructed in conformance with national and state standards and are limited to areas that would not affect traffic circulation. Based on current State and Federal guidelines and policies, the City Traffic Engineer has determined that the conceptual Beach Head circulation improvements will relieve congestion and reduce the potential for collisions, as well as significantly improve pedestrian safety without any adverse impact to traffic flow or potential for traffic diversion. No incompatible uses would be introduced due to any Specific Plan elements. None of the proposed improvements would be expected to significantly increase or relocate vehicle trips.

Based on the above assessment, the proposed Specific Plan would have no potential to increase hazards due to a design feature or incompatible uses or interfere with emergency access. These impacts would be less than significant.

- f) **Less Than Significant Impact.** While the improvements envisioned in the proposed Specific Plan are recommended conceptual designs intended to be used as guidance for the City in implementing future improvements, the proposed Specific Plan would have no significant detrimental effect on transportation or traffic conditions. In addition, the

proposed land use plan is consistent with the existing General Plan Circulation Element, regional transportation plans, adopted bicycle and pedestrian plans and Complete Streets guidelines. Therefore, it would not decrease the performance or safety of such facilities.

ENVIRONMENTAL CHECKLIST

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
17. UTILITIES AND SERVICE SYSTEMS. Would the project:				
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Require or result in the construction of new stormwater drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Result in a determination by the wastewater treatment provider that serves or may serve the project that it has adequate capacity to serve the project's projected demand, in addition to the provider's existing commitments?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g) Comply with federal, state, and local statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

DISCUSSION OF IMPACTS

a-c,e-g)**Less Than Significant Impact.** The proposed Specific Plan does not include any site-specific designs or proposals, or grant any entitlements for development. The proposed changes to existing land use designations in the plan area are consistent with the historic and current land uses in the area. The LCP Land Use Policy and Zoning Map consistency revisions will only reconcile the designation nomenclature. Therefore, the proposed Specific Plan would have no direct impact on public utilities. As described previously, the conceptual improvement designs envisioned in the Specific Plan are intended only to serve as guidance for the City in implementing these types of improvements in the future and would require further design and engineering as well as further CEQA review of project-level impacts prior to implementation. Furthermore, the types of improvements envisioned by the City (i.e., bicycle and pedestrian facilities, parking facilities, and public spaces) would not significantly change the amount of stormwater runoff or generate substantial volumes of wastewater or solid waste. As discussed in greater detail in Response 9(c-e), future improvements would be subject to the City's development standards, which would minimize impacts to surface runoff and the drainage system by requiring project

designs to accommodate stormwater collection and conveyance as necessary. Therefore, these impacts would be less than significant.

d) **Less Than Significant Impact.** The City obtains water from three sources:

- **Silverado Aquifer/West Coast Basin.** The City obtains groundwater via two wells in Redondo Beach drawing from the Silverado Aquifer in the West Coast Subbasin of the Coastal Plain of the Los Angeles Basin (commonly known as the West Coast Basin). Well 11A has a capacity of 2,300 gpm. Well 15 has a capacity of 1,850 gpm, but in recent years that production rate has fallen to 1,150 gpm.
- **West Basin Municipal Water District (Potable Water).** The West Basin Municipal Water District (WBMWD) receives water through the Metropolitan Water District of Southern California from the State Water Project and the Colorado River. Manhattan Beach has a rated 15 cubic feet per second (cfs) connection to the WBMWD distribution supply network to fulfill its yearly demand. Under normal conditions, the maximum yearly draw from this connection is approximately 9,400 acre-feet per year (afy). Generally, the City operates this connection at less than 65 percent of the maximum capacity.
- **West Basin Municipal Water District (Recycled Water).** The City uses approximately 250 to 300 afy of recycled water. The recycled water is purchased from the West Basin Water Recycling Facility in El Segundo. Presently, recycled water is used only for landscape irrigation systems owned by the City as well as by the Manhattan Beach Unified School District and one commercial enterprise.

According to the City's Urban Water Management Plan (2011), in 2015 the City was projected to have water supplies totaling 7,368 acre-feet and demands totaling 6,668 acre-feet for an overall supply surplus of 700 acre-feet. The UWMP further projects that the City would have adequate supplies to meet demand during normal, single dry, and multiple dry year conditions through 2030.

The proposed Specific Plan does not include any site-specific designs or proposals, or grant any entitlements for development. The proposed changes to existing land use designations in the plan area are consistent with the historic and current land uses in the area. The LCP Land Use Policy and Zoning Map consistency revisions will only reconcile the designation nomenclature. Therefore, the proposed Specific Plan would have no direct impact on water supply. The conceptual improvement designs envisioned in the Specific Plan are intended only to serve as guidance for the City in implementing these types of improvements in the future and would require further design and engineering as well as further CEQA review of project-level impacts prior to implementation. Furthermore, the types of improvements envisioned by the City (i.e., bicycle and pedestrian, parking facilities, and public spaces) would not increase demand for water supply beyond that required for landscaping. Based on current practices, the City would likely utilize recycled water for landscape irrigation. As described above, the City would have sufficient water supplies to serve future improvements envisioned in the proposed Specific Plan. Therefore, this impact would be less than significant.

ENVIRONMENTAL CHECKLIST

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
18. MANDATORY FINDINGS OF SIGNIFICANCE				
a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of rare or endangered plants or animals, or eliminate important examples of the major periods of California history or prehistory?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Does the project have impacts that are individually limited, but cumulatively considerable? "Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Does the project have environmental effects that will cause substantial adverse effects on human beings, either directly or indirectly?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

DISCUSSION OF IMPACTS

- a) **Less Than Significant Impact With Mitigation Incorporated.** As described in subsection 4, Biological Resources, the proposed Specific Plan would have no direct impact on biological resources, and future improvements envisioned in the Specific Plan would be subject to applicable federal, state, and local regulations that protect such resources, as well as to further CEQA review of project-level impacts. Compliance with these existing regulations would ensure that the project would have a less than significant impact on plant and wildlife species and their habitat. Similarly, as described in subsection 5, Cultural Resources, the proposed Specific Plan would have no direct impact on prehistoric or historic resources and future improvements envisioned in the Specific Plan would be subject to mitigation measure **CUL-1** as well as further CEQA review of project-level impacts, which would ensure proper treatment of any resources unearthed during construction. Therefore, with the incorporation of mitigation measure **CUL-1**, this impact would be less than significant.
- b) **Less Than Significant Impact With Mitigation Incorporated.** The impacts of Specific Plan implementation are individually limited and not considered cumulatively considerable. Although incremental changes in certain areas can be expected as a result of future improvements envisioned in the proposed Specific Plan, all environmental impacts that could occur would be considered less than significant or would be reduced to a less than significant level through implementation of the mitigation measures recommended in this

Initial Study/Mitigated Negative Declaration. This would also ensure that any contribution to cumulative impacts would be less than cumulatively considerable.

- c) **Less Than Significant Impact With Mitigation Incorporated.** Construction of future improvements envisioned in the proposed Specific Plan would produce ozone precursors, diesel PM, and nuisance dust, which could affect human beings. Mitigation measure **AQ-1** requires implementation of basic construction mitigation measures to reduce construction-generated air pollutants, which would reduce the potential impact to less than significant. Mitigation Measure **GEO-1** addresses procedures if paleontological resources are encountered during grading or excavation activities, which would reduce the potential impact to less than significant. Mitigation measure **NOI-1** is included to reduce potential noise impacts from potential future outdoor commercial activities. Additionally, **TR-1** will address any potential parking impacts by requiring that there be no net loss in public parking with any future public realm improvements. Therefore, with the incorporation of the mitigation measures recommended in this Initial Study/Mitigated Negative Declaration, the proposed project would not result in environmental effects that would cause substantial direct or indirect adverse effects on human beings.

ENVIRONMENTAL CHECKLIST

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Urban Land Institute. 2015. *Advisory Services Panel Report, Manhattan Beach, California*.
http://uli.org/wp-content/uploads/ULI-Documents/ManhattanBeach-CA_PanelReport.pdf

ENVIRONMENTAL CHECKLIST

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APPENDICES

Appendix A Existing and Proposed Local Coastal Program (LCP) Maps

Proposed – Coastal LCP – Coastal Zone Zoning Map

Existing – Coastal Zone Zoning Map – Map IV-I

Existing – Coastal (LCP) – CD Downtown Commercial District Height Limits

Proposed – Coastal (LCP) – CD Downtown Commercial District Height Limits

Downtown Residential – Local Coastal Program, Coastal Zone Land Use Plan, Land Use Policy Map – Existing and Proposed

Downtown Residential – Local Coastal Program, Coastal Zone Zoning Map – Existing and Proposed

Public Safety Facility – Local Coastal Program, Coastal Zone Land Use Plan, Land Use Policy Map – Existing and Proposed

Public Safety Facility – Local Coastal Program, Coastal Zone Zoning Map – Existing and Proposed

Appendix B Existing and Proposed Zoning Maps

Proposed – Zoning Designations Map

Existing – Zoning Code – CD Downtown Commercial District Height Limits

Proposed – Zoning Code – CD Downtown Commercial District Height Limits

Appendix C Suggested Modifications for Certification of LUP Amendment 1-92 and Existing LCP Coastal Zone Land Use Policy Maps**Appendix D Proposed Enhanced Beachhead Circulation Concept – Manhattan Beach Boulevard at the Pier**

APPENDIX A - EXISTING AND PROPOSED LOCAL COASTAL PROGRAM (LCP) MAPS

Proposed - Local Coastal Program - Coastal Zone Zoning Map

0 0.125 0.25 Miles

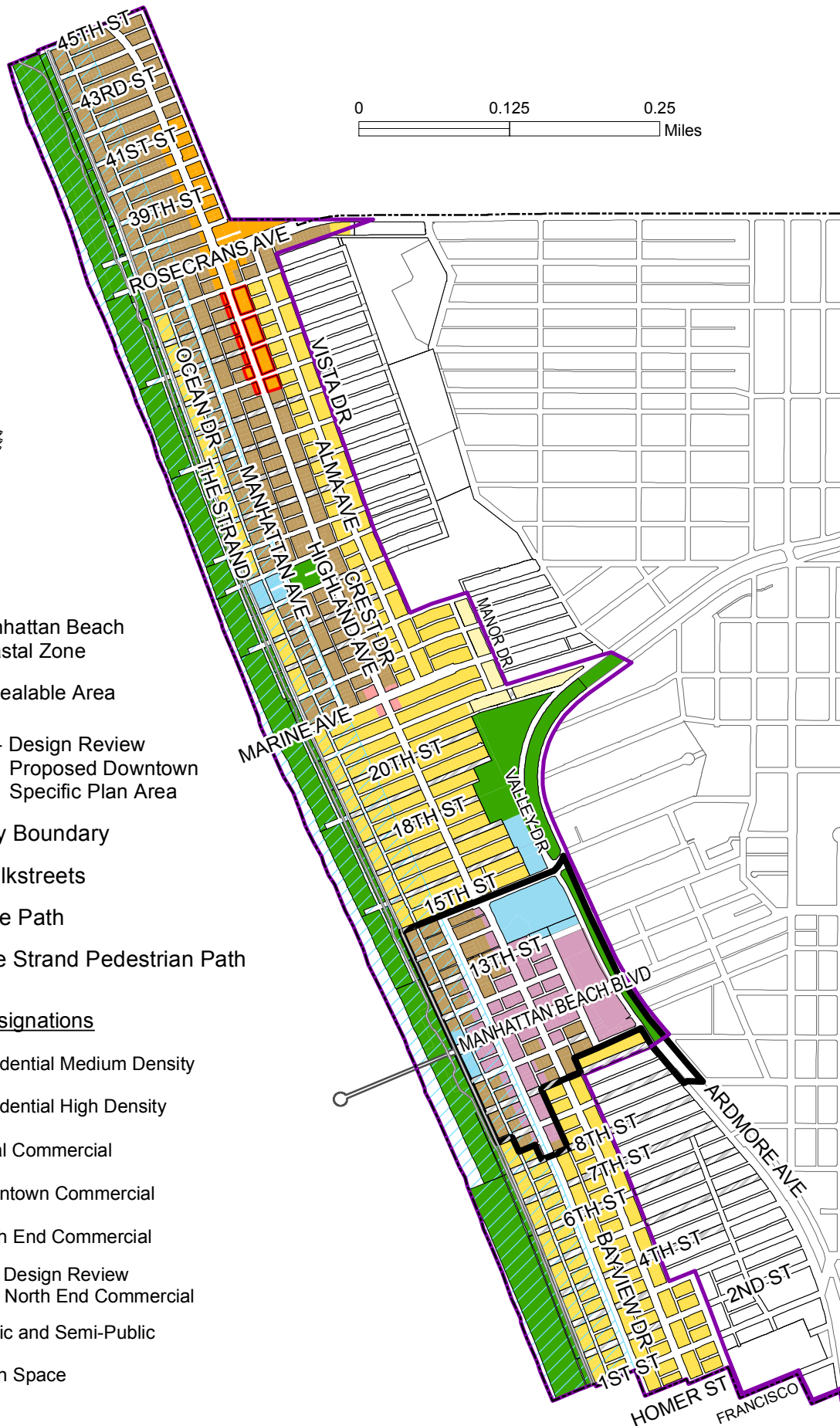
06/23/2016

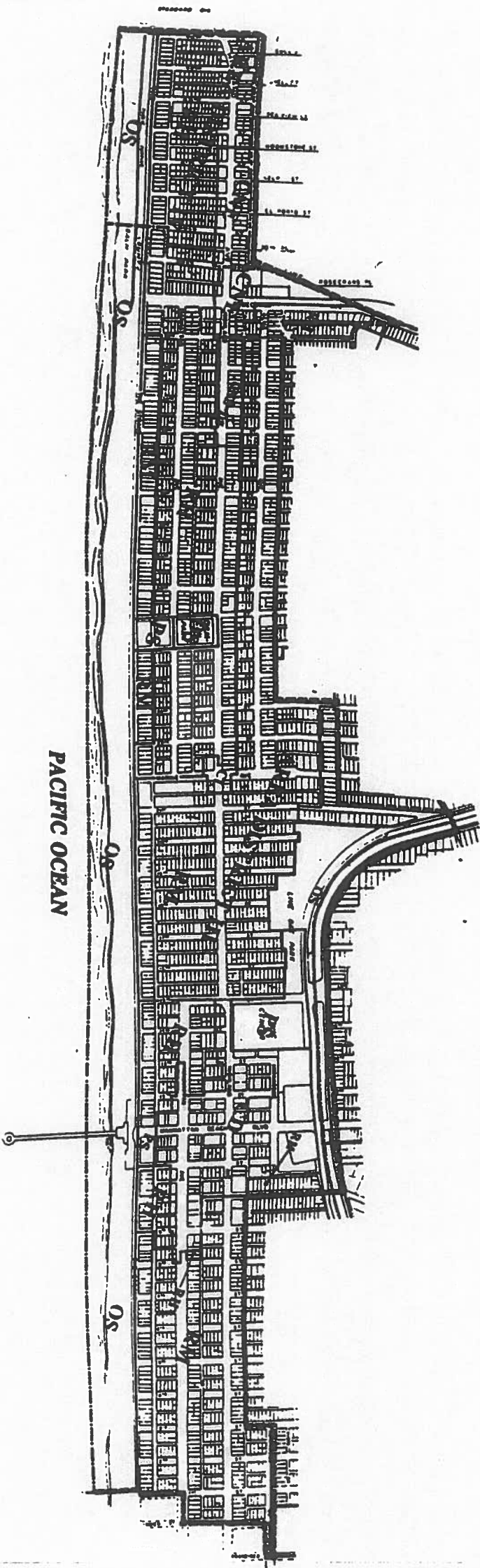


- Manhattan Beach Coastal Zone
- Appealable Area
- D8 - Design Review Proposed Downtown Specific Plan Area
- City Boundary
- Walkstreets
- Bike Path
- The Strand Pedestrian Path

Zoning Designations

- RM** Residential Medium Density
- RH** Residential High Density
- CL** Local Commercial
- CD** Downtown Commercial
- CNE** North End Commercial
- D5** - Design Review North End Commercial
- PS** Public and Semi-Public
- OS** Open Space





PACIFIC OCEAN

Legend

— Coastal Zone Boundaries

Zoning Designations:

Residential

RM - Residential Medium Density

RH - Residential High Density

Commercial District

CD - Downtown Commercial

CL - Local Commercial

CNE - North End Commercial

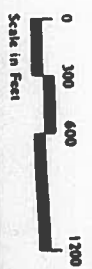
Other Districts

OS - Open Space

PS - Public and Semi-Public

Director Districts

-DS - Design Review - North End Commercial



Map IV-1
Manhattan Beach Coastal Zone Zoning Map
City of Manhattan Beach Local Coastal Plan

Source: City of Manhattan Beach, 1994

City of Manhattan Beach

Existing - Local Coastal Program - CD Downtown Commercial District Height Limits



CD Downtown Commercial District Boundary

Maximum Building Heights (Feet)



A 30' with parking structure or a pitched roof
22' with a flat roof

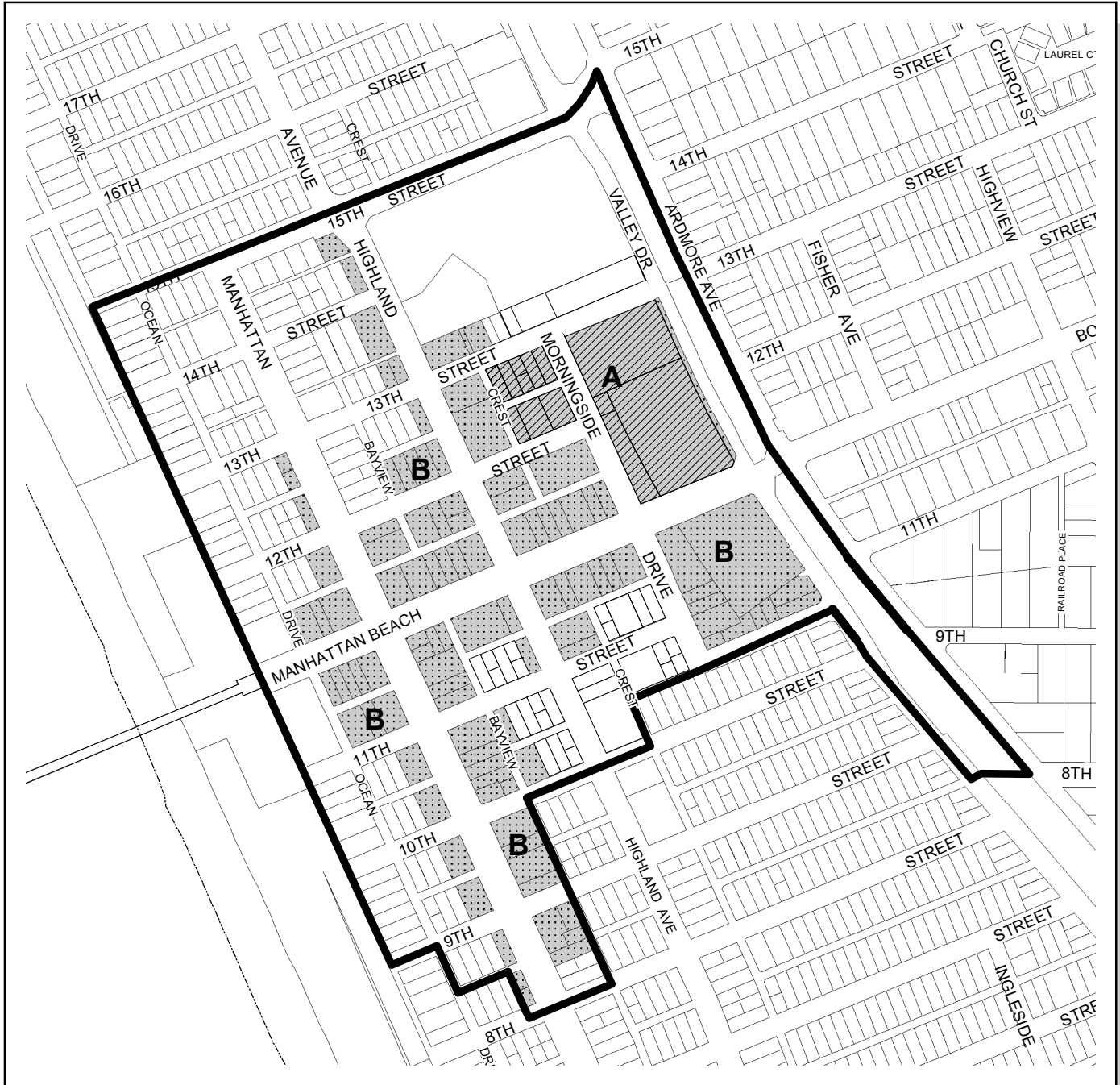


B 26'

Section A.16.030(G)

City of Manhattan Beach

Proposed - Local Coastal Program - CD Downtown Commercial District Height Limits



CD Downtown Commercial District Boundary

Maximum Building Heights (Feet)

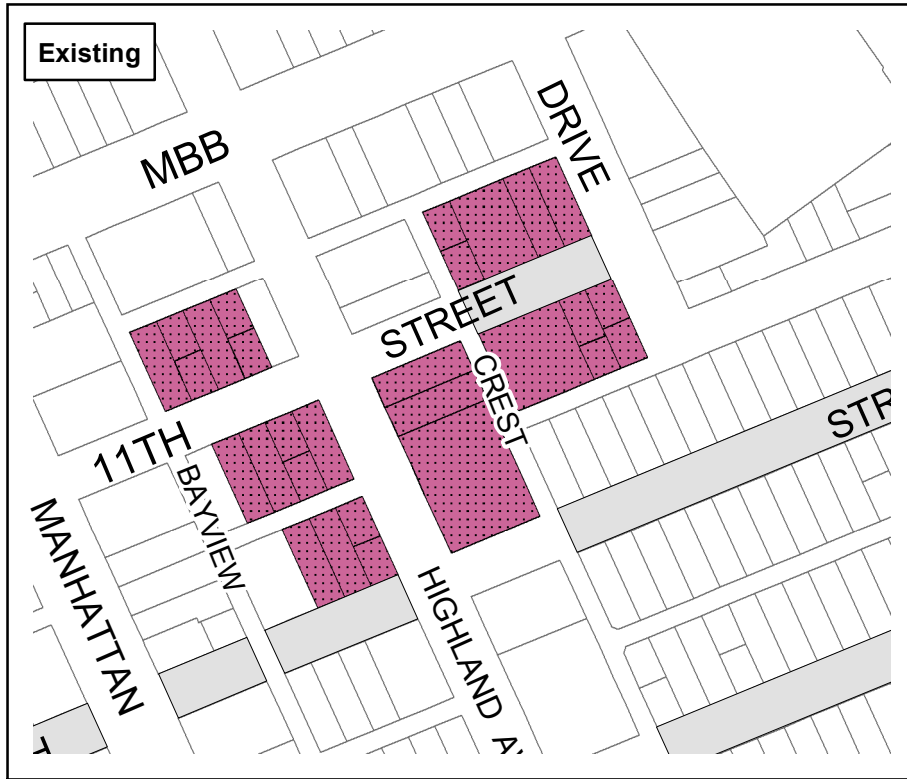
- A** 30' with parking structure or a pitched roof
22' with a flat roof
- B** 26'

Section A.16.030(G)

Proposed Downtown Specific Plan Area

City of Manhattan Beach

Local Coastal Program, Coastal Zone Land Use Plan, Land Use Policy Map

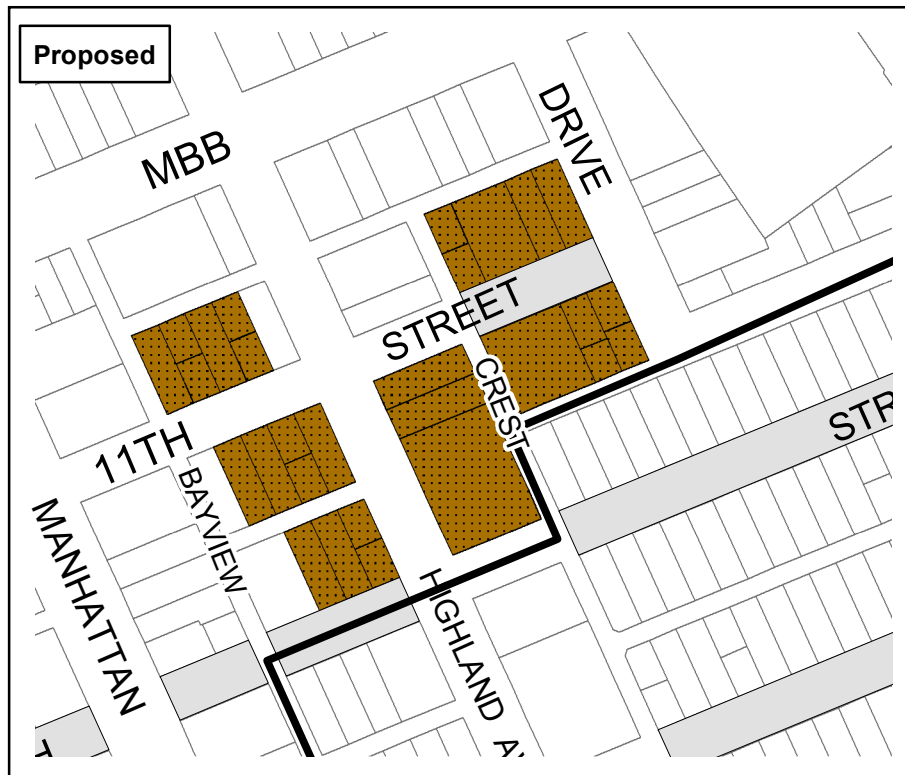


Existing Land Use Designations

 COMMERCIAL

 Subject Properties

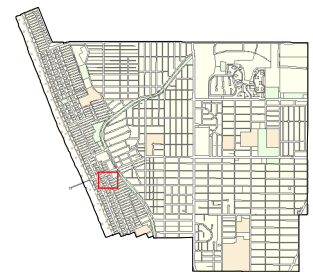
 Downtown Specific Plan Area



Proposed Land Use Designations

 HIGH DENSITY RESIDENTIAL

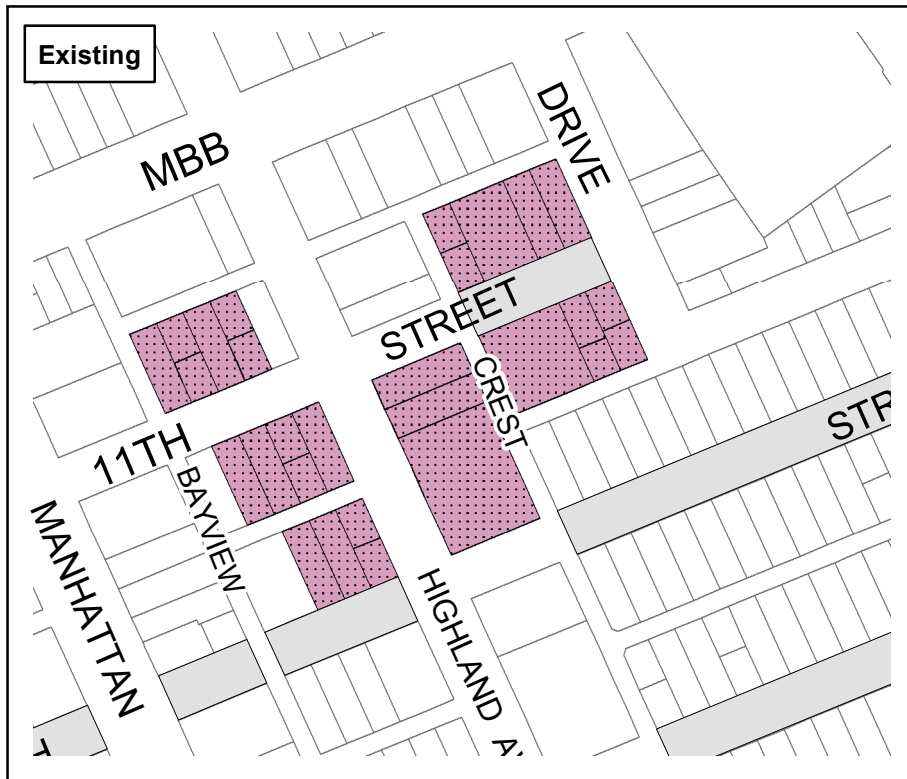
Location within MB



1 inch = 200 feet

City of Manhattan Beach

Local Coastal Program, Coastal Zone Zoning Map

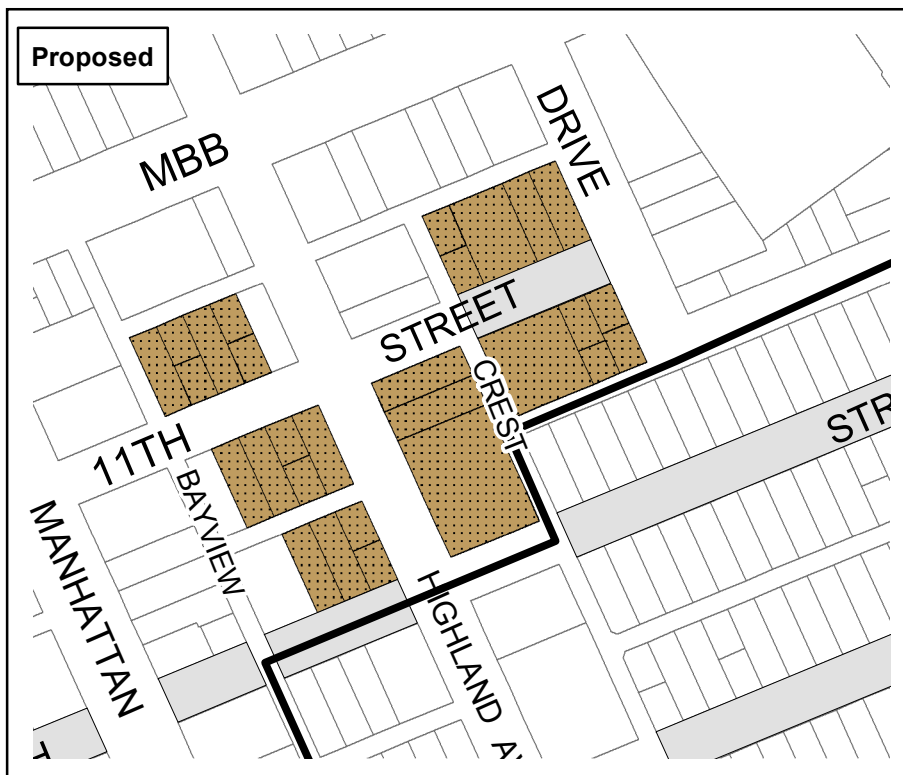


Existing Zoning Designations

CD Downtown Commercial

Subject Properties

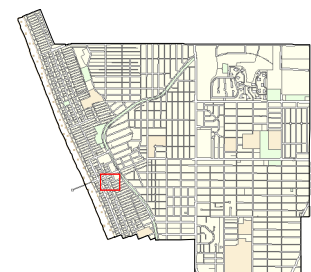
Downtown Specific Plan Area



Proposed Zoning Designations

RH Residential High Density

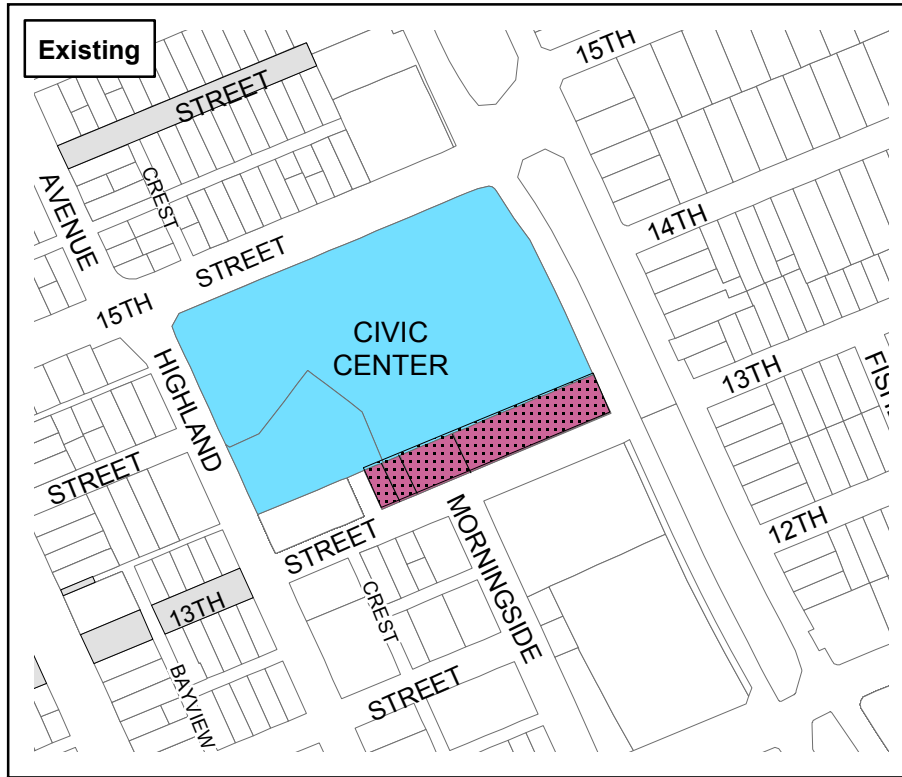
Location within MB



1 inch = 200 feet

City of Manhattan Beach

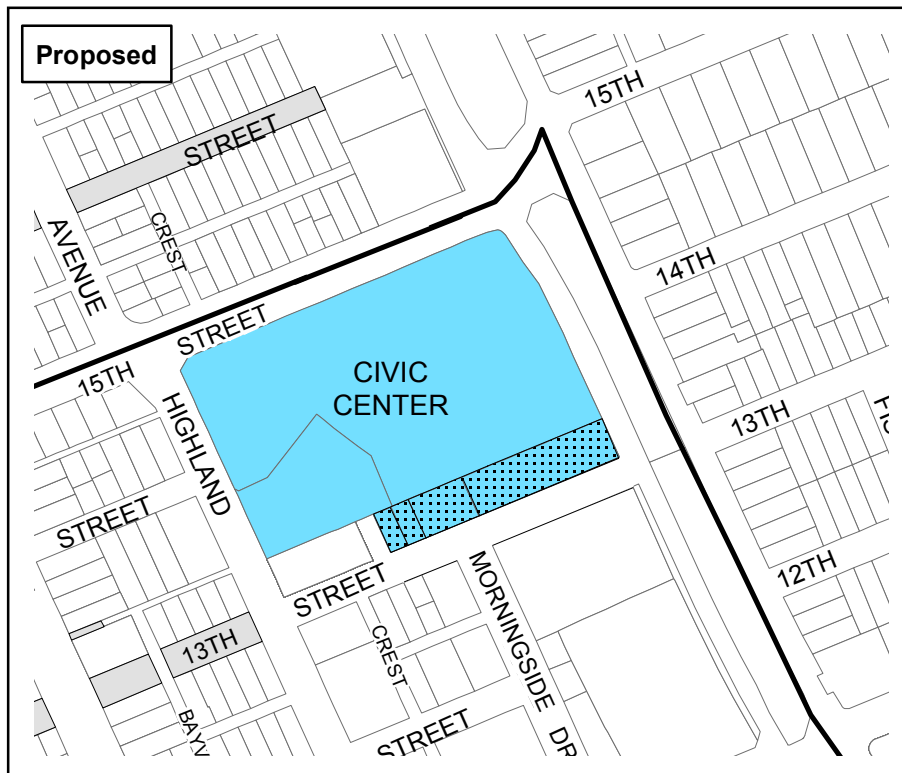
Local Coastal Program, Coastal Zone Land Use Plan, Land Use Policy Map



Existing Land Use Designations

- COMMERCIAL
- CIVIC CENTER

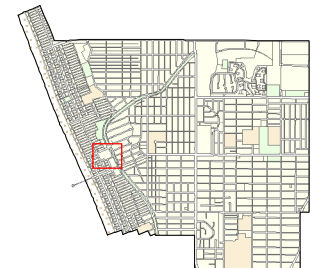
- Subject Properties
- Downtown Specific Plan Area



Proposed Land Use Designations

- PUBLIC FACILITIES

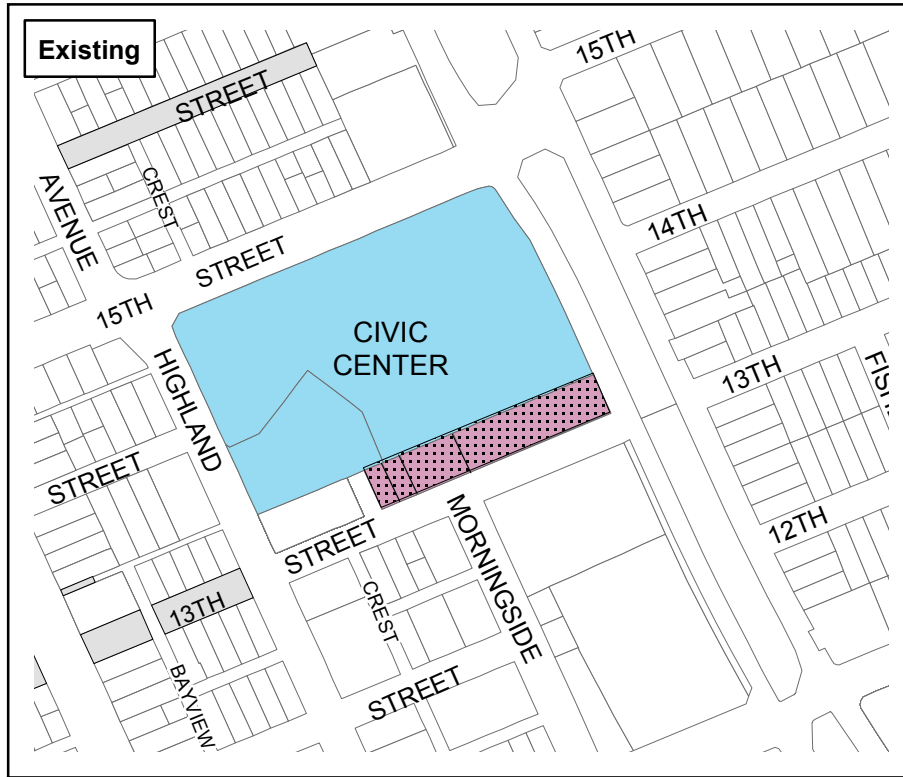
Location within MB



1 inch = 300 feet

City of Manhattan Beach


Local Coastal Program, Coastal Zone Zoning Map

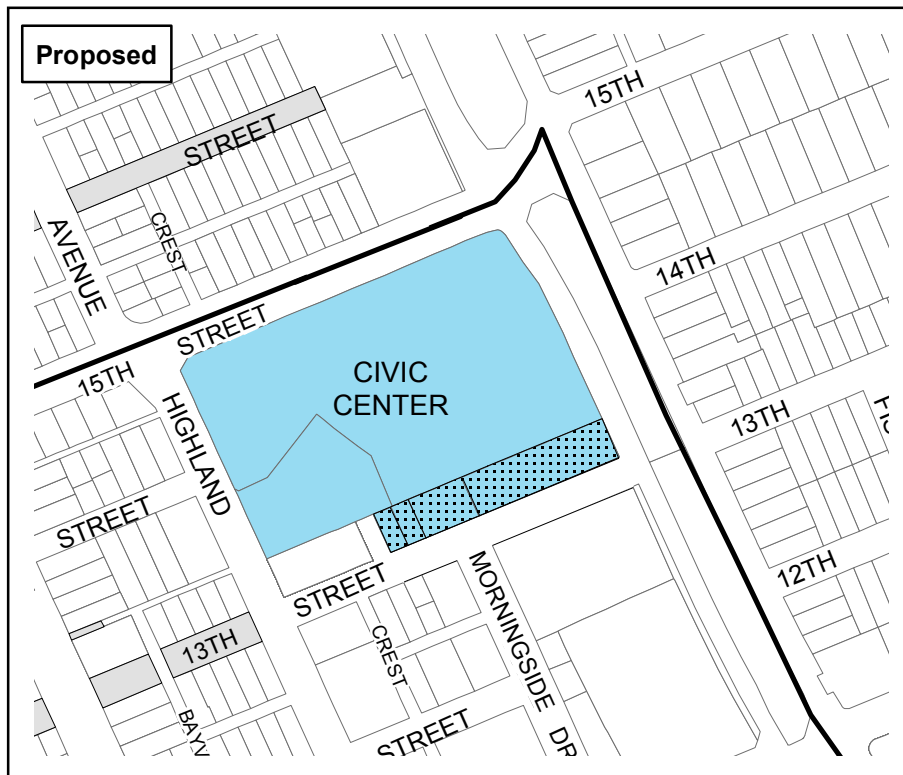


Existing Zoning Designations

CD Downtown Commercial

 Subject Properties

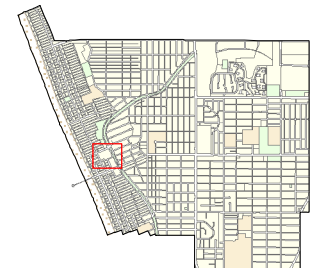
 Downtown Specific Plan Area



Proposed Zoning Designations

PS Public and Semi-Public

Location within MB



1 inch = 300 feet

**APPENDIX B - EXISTING AND PROPOSED
ZONING MAPS**

Proposed Zoning Designations & Overlays

Residential Districts

- RS** Residential Single Family
- D1-Design Review**
-Rosecrans Avenue
- D3-Design Review**
-Gaslamp Neighborhood
- D4-Design Review**
-Traffic Noise Impact Area
- D6- Design Review**
-Oak Avenue
- D7- Design Review**
-Longfellow Drive

- RM** Residential Medium Density
- D1- Design Review**
-Rosecrans Avenue
- RH** Residential High Density
- D2- Design Review**
-11th Street

- RPD** Residential Planned Development
- RSC** Residential Senior Citizen

Commercial Districts

- CL** Local Commercial
- CC** Community Commercial
- CG** General Commercial
- CD** Downtown Commercial
- CNE** North End Commercial
- D5- Design Review**
-North End Commercial

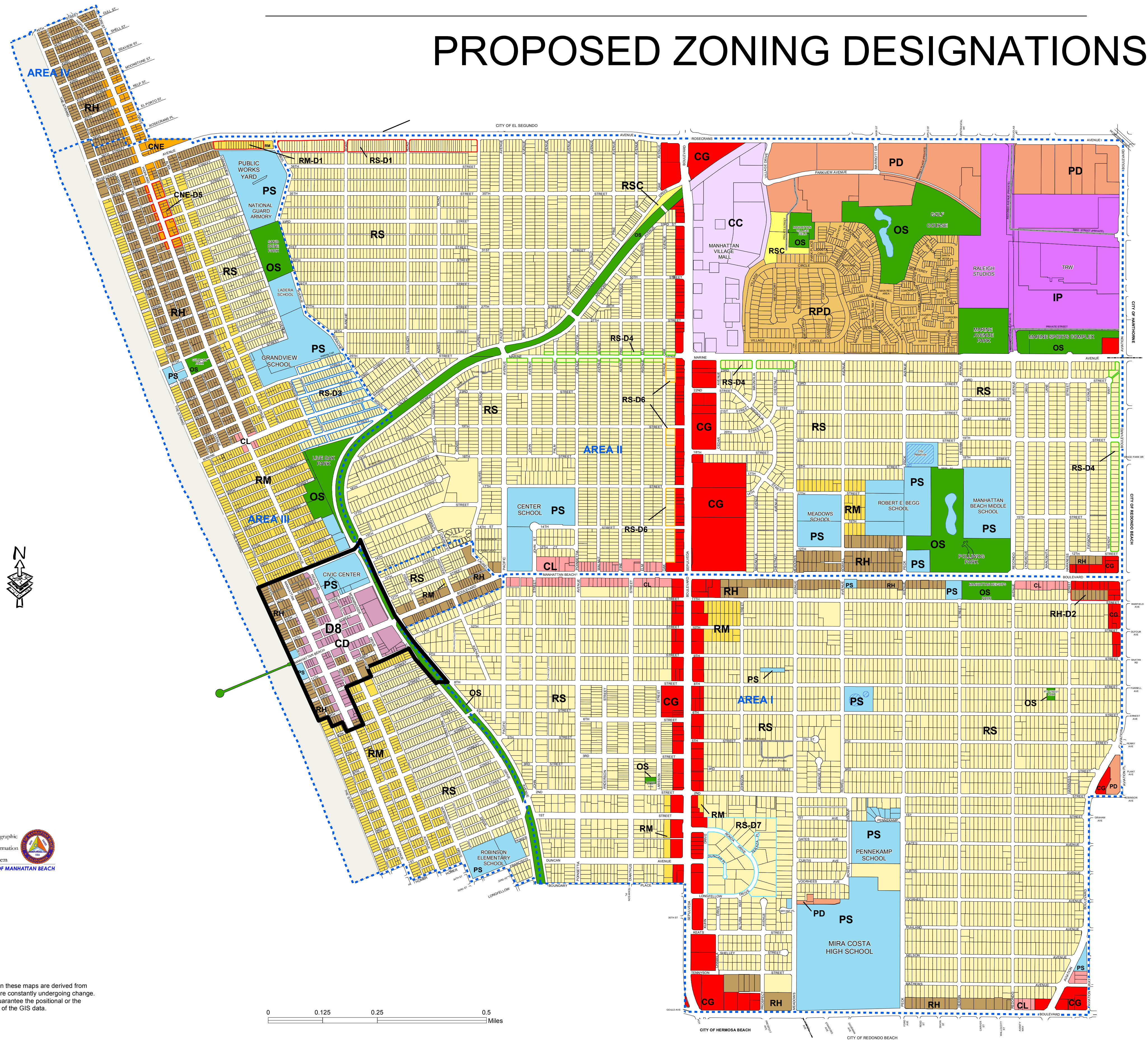
Other Districts

- D8 - Design Review**
- Downtown Specific Plan*
- PD** Planned Development
- IP** Industrial Park
- PS** Public and Semi-Public
- OS** Open Space

* Proposed

CITY OF MANHATTAN BEACH

PROPOSED ZONING DESIGNATIONS



Information shown on these maps are derived from public records that are constantly undergoing change. The City does not guarantee the positional or the Thematic accuracy of the GIS data.

Map Adopted by Ordinance Number 2057 on August 3, 2004. Adoption Incorporates the Following Preceding Ordinances: 2038, 2025, 2019, 2012, 1988, 1935, 1899, 1848, 1832, 1779. It Also Incorporates the Following Amendments: 2062, 2105.

City of Manhattan Beach

Existing Zoning Code- CD Downtown Commercial District Height Limits



CD Downtown Commercial District Boundary

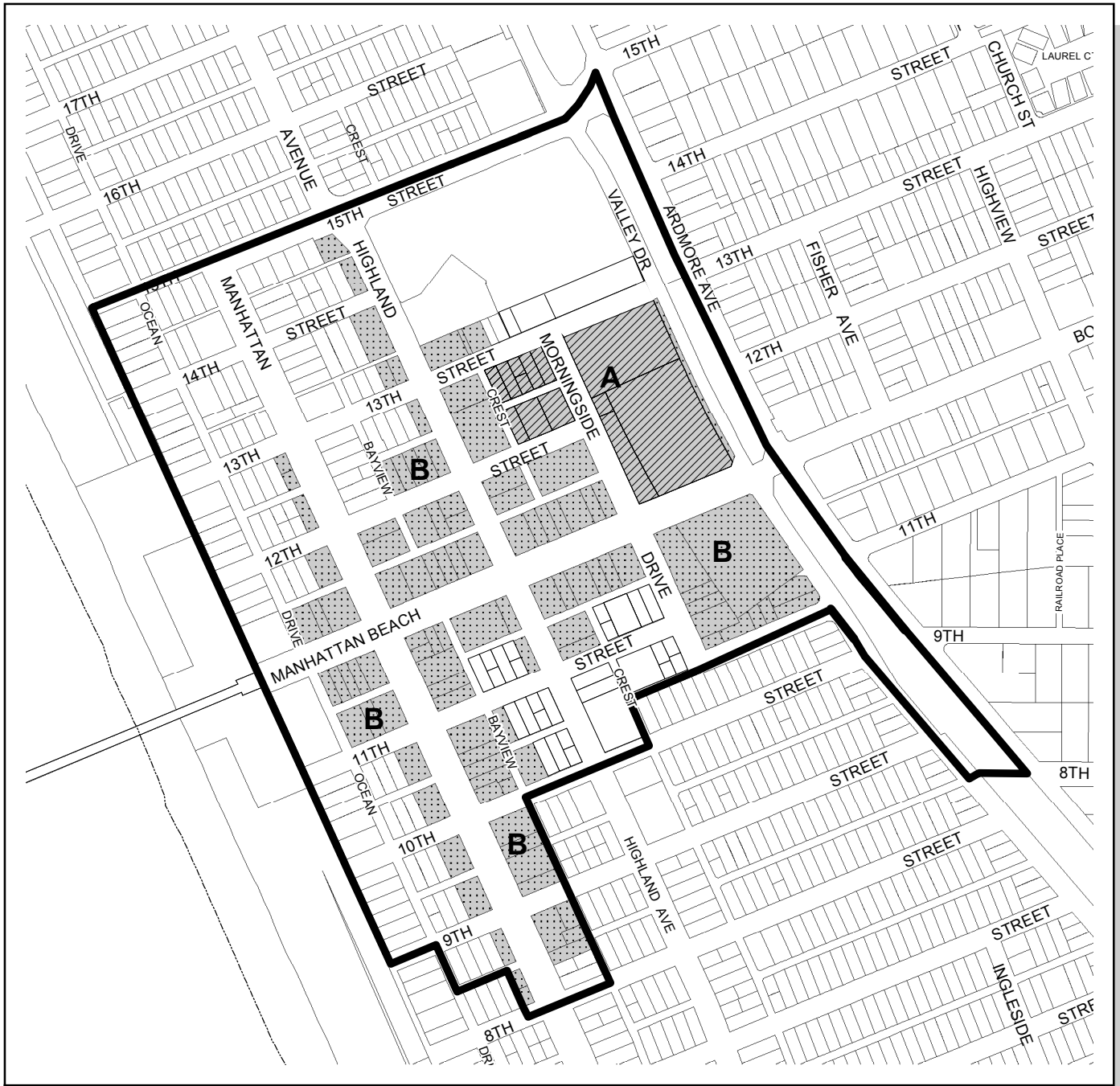
Maximum Building Heights (Feet)

- A** 30' with parking structure or a pitched roof
22' with a flat roof
- B** 26'

Section 10.16.030(G)

City of Manhattan Beach

Proposed Zoning Code- CD Downtown Commercial District Height Limits



CD Downtown Commercial District Boundary

Maximum Building Heights (Feet)

A 30' with parking structure or a pitched roof
22' with a flat roof

B 26'

Section 10.16.030(G)

Proposed Downtown Specific Plan Area

**APPENDIX C - SUGGESTED MODIFICATIONS
FOR CERTIFICATION OF LUP AMENDMENT 1-92
AND EXISTING LCP COASTAL ZONE LAND USE
POLICY MAPS**

SUGGESTED MODIFICATIONS FOR CERTIFICATION OF LUP AMENDMENT 1-92

The Commission suggests the following modifications to the City of Manhattan Beach LUP amendment request which are necessary to ensure that the amended LUP meets the requirements of, and is in conformity with, the policies of Chapter 3 (commencing with Section 3Q200) of the California Coastal Act. If the City Council of Manhattan Beach adopts and transmits its revisions to the LUP amendment by formal resolution in conformity with the suggested modifications within six months of this Commission action, then the Executive Director shall so notify the Commission along with a finding that the City Council's resolution conforms with the Commission's suggested modifications. If the Commission concurs with the Executive Director's conclusion, the LUP amendment will become effective.

The LUP policies and programs as submitted by the City are provided to the Commission in straight type with the City's proposed policy and program headings and numbers in bold type (See Exhibit #7 for City's amended LUP policy submittal). LUP policies not contained in this section are certified as submitted by the City. In the following suggested modifications, the Commission's suggested additions are indicated by underscoring, and suggested deletions are indicated by ~~striking out~~. Certification of the LUP amendment request is subject to the following modifications:

A. LAND USE ELEMENT**1. Maps**

- a. A large scale (1:600 or greater) Coastal Zone Land Use Map, consistent with the Coastal Zone Land Use Map certified by the Commission in 1981 (Exhibit #4), shall be submitted with the following modifications:

- i. The City's beach, seaward of the inland edge of the Strand, shall be designated as a Parks and Open Space land use.
- ii. The El Porto area shall be given land use designations consistent with the boundaries shown on Exhibit #5 designating the residential area (R-3/RH) as High Density Residential and the commercial area (CPD/CNE) as North End Commercial.
- iii. The Manufacturing land use designation of the Metlox site, located at the intersection of Manhattan Beach Boulevard and Morningside Drive (Exhibit #4), shall be redesignated as a Downtown Commercial land use.
- iv. The Santa Fe railroad right-of-way, within the City's coastal zone (between Blanche Road and 9th Street), shall be designated as a Parks and Open Space land use.

v. The triangular portion of the coastal zone located east of Grandview Avenue, and adjacent to the City of El Segundo, shall be given land use designations consistent with the area's land use designations in the General Plan: High Density Residential, Medium Density Residential, and Public Facilities.

vi. The land use designation titles shall be revised as indicated in Exhibit #14.

b. Coastal Zone Access Maps shall be submitted which designate the City's public beach parking areas, pedestrian and bicycle accessways, and all walkstreets and alleys.

2. Policy Summary

The City shall prepare and submit a revised Land Use Plan Policy Summary containing all of the LUP policies as modified and certified by the Commission. The City may renumber and/or reorganize the certified LUP policies except that all LUP "policies" and "programs" shall be identified as certified LUP policies. The certified LUP policies shall be inserted into their corresponding chapters (access, new development & marine resources) in the LUP background document in order to eliminate policy language inconsistent with the Commission's action. In addition, the Commission notes that when the City renumbers its LIP ordinances as suggested in the LIP staff report, the LUP policies which refer to specific ordinance numbers may be changed in order to ensure consistency with the new LIP ordinance numbers.

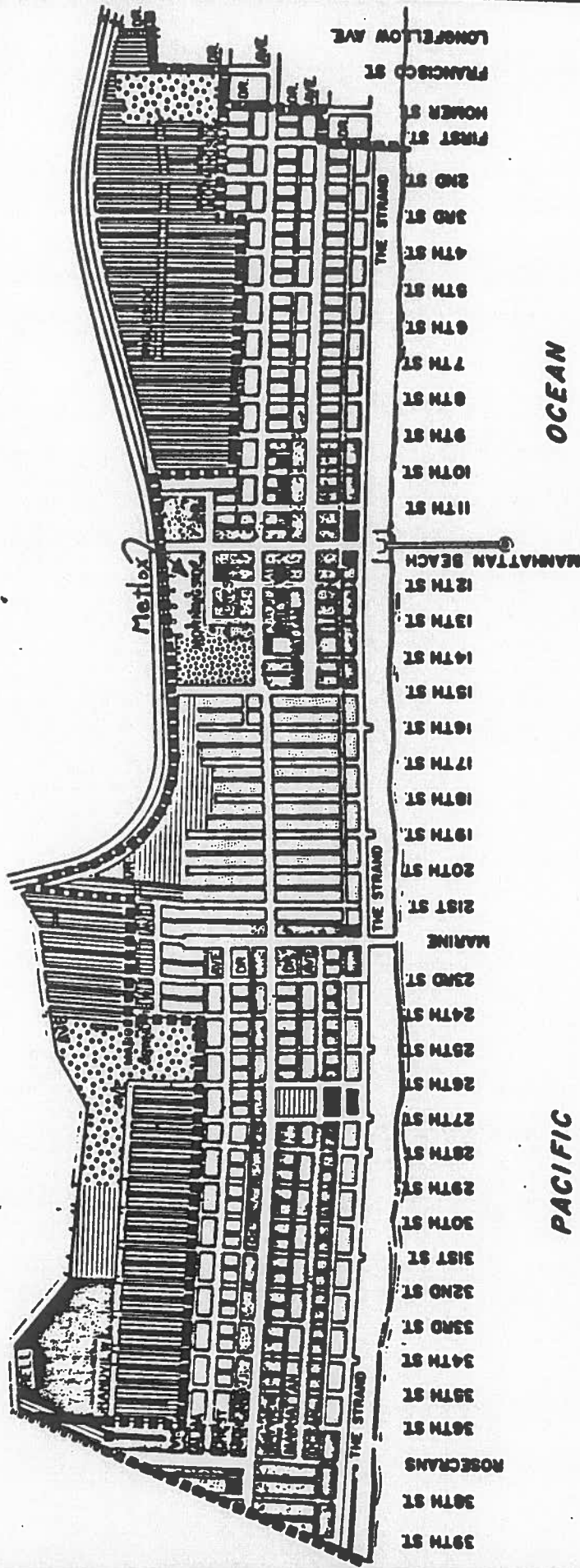
3. Local Coastal Permit Jurisdiction

The City shall revise the text of the LUP document to acknowledge that the City's Local Coastal Permit Jurisdiction extends to the mean high tide line of the Pacific Ocean.

B. COASTAL ACCESS POLICIES AND PROGRAMS

POLICY I.A.1: The City shall maintain the existing vertical and horizontal accessways in the Manhattan Beach Coastal Zone ~~where/pedestrian~~.

POLICY I.A.3: The City shall ~~maintain~~ preserve pedestrian access systems including the Spider Web park concept (Spider Web park concept: a linear park system linking the Santa Fe railroad right-of-way jogging trail to the beach with a network of walkstreets and public open spaces. See Figure NR-1 of the General Plan).



Manhattan Beach Coastal Zone Land Use

- single family
- low to medium density
- medium to high density
- commercial
- manufacturing
- civic center
- open space recreation
- public facilities (including parking)
- schools

Certified by the California Coastal Commission on June 18, 1981.
(see Exhibit #5 for the EL Porto area)

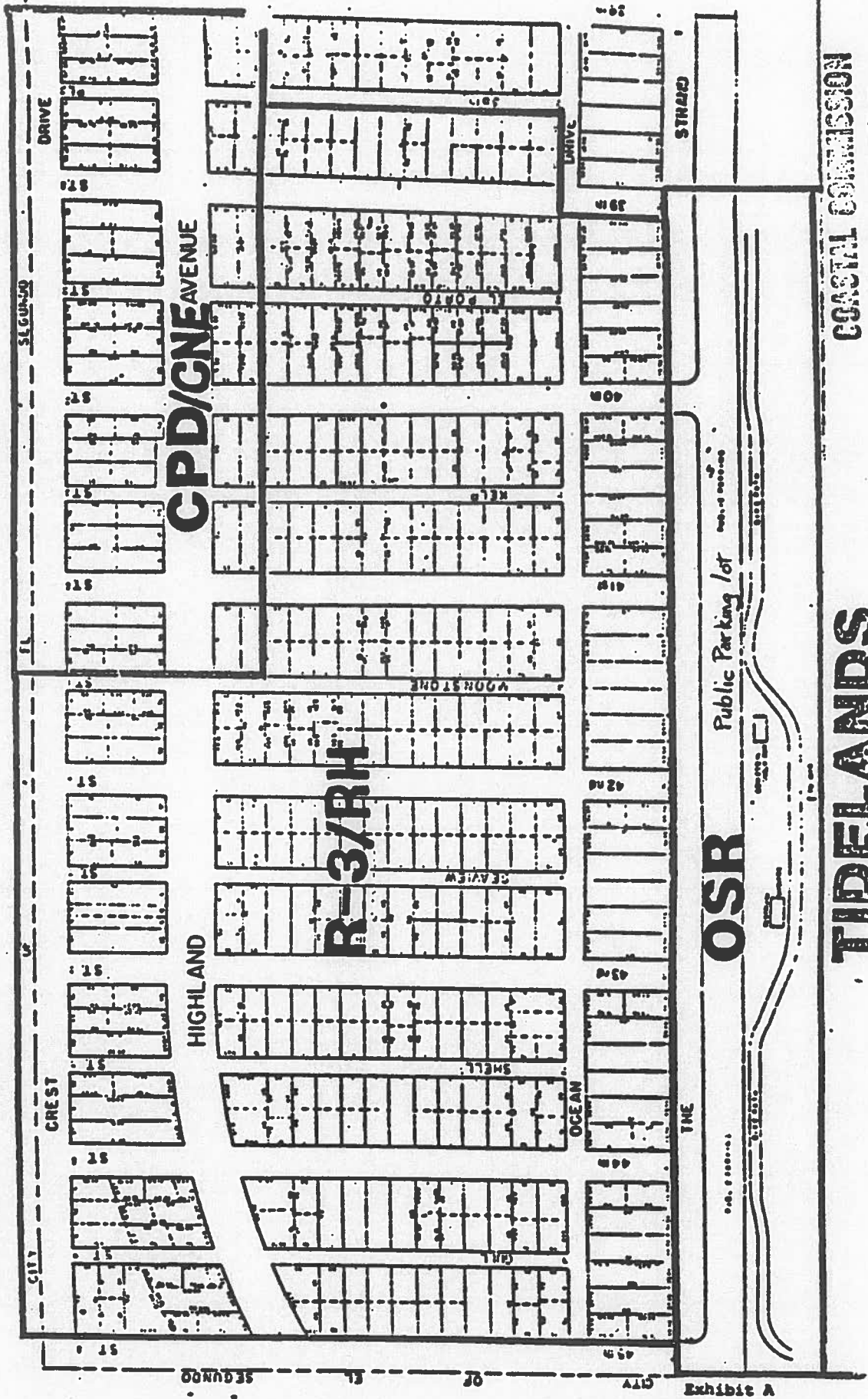
COASTAL COMMISSION

LUP 1-92

EXHIBIT # 4

EL PORTO AREA

For the LUP El Porto Land Use Map: Designate CPD Zone as Commercial
 City - Commercial Planned Develop. Designate R-3 Zone as Medium to High Density Residential
 OSR - Open Space Recreation Designate OSR Zone as Open Space Recreation
 Tidelands - Tidelands



TIDELANDS

COASTAL COMMISSION

LUP 1-92

EXHIBIT # 5

PAGE 1 OF 1

Insert CZ land use map from the General Plan with the Coastal Zone Boundaries, Map IV-3

Land Use Designation Titles

Certified
Land Use Map

Proposed
Land Use Map

Manhattan Beach LCP

1981 Zoning Map

Zoning Designation Titles

Proposed
Zoning Map V-1

Single-Family Residential*	Low Density Residential*	R-1 One-Family Residential*	RS Single-Family Residential*
Low to Medium Density Residential	Medium Density Residential	R-2 Two-Family Residential	RM Medium-Density Residential
Medium to High Density Residential	High Density Residential	R-3 Multiple-Family Residential	RH High Density Residential
Commercial	Local Commercial (CL) Downtown Commercial (CD) North End Commercial (CNE)	C-1 Service Commercial-Professional C-2 General Commercial C-1 Service Commercial-Professional C-2 General Commercial CPD Commercial Planned Development CPD Commercial Planned Development	CL Local Commercial CD Downtown Commercial CNE North End Commercial
Manufacturing	Industrial*	M-1 Light Manufacturing* M-2 Heavy Manufacturing*	IP Industrial Park*
Civic Center	Public Facilities	Civic Center	PS Public and Semi-Public
Public Facilities (incl. parking)	Public Facilities	PF Public Facilities	PS Public and Semi-Public
Schools	Public Facilities	PF Public Facilities	PS Public and Semi-Public
Open Space	Parks and Open Space	OSR Open Space Recreation OSS Open Space Scenic	OS Open Space

* Sites with this land use designation are located outside the coastal zone.

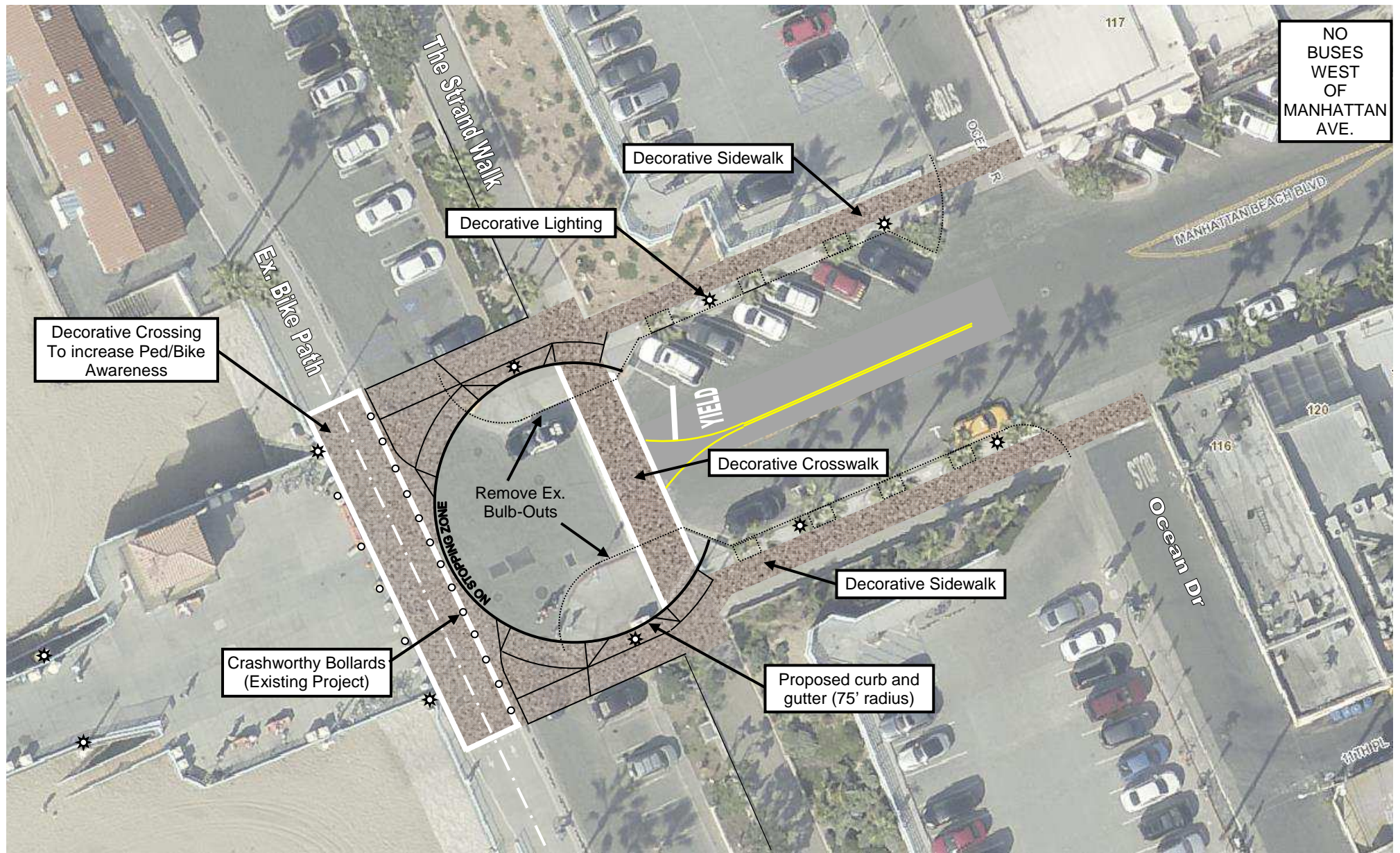
COASTAL COMMISSION

LCP-1-92

EXHIBIT # 14

PAGE 1 OF 1

APPENDIX D - PROPOSED ENHANCED BEACH HEAD CIRCULATION



City of Manhattan Beach
Department of Community Development
Traffic Engineering

MANHATTAN BEACH BOULEVARD AT PIER Circulation Concept

CITY OF MANHATTAN BEACH

DOWNTOWN SPECIFIC PLAN

MITIGATION MONITORING AND REPORTING PROGRAM

Prepared for:

CITY OF MANHATTAN BEACH
1400 HIGHLAND AVENUE
MANHATTAN BEACH, CA 90266

Prepared by:

Michael Baker

INTERNATIONAL

3900 KILROY AIRPORT WAY, SUITE 120
LONG BEACH, CA 90806

City of Manhattan Beach
City of Manhattan Beach Downtown Specific Plan and Local Coastal Program Amendments Project
Mitigation Monitoring and Reporting Program

	Mitigation Monitoring			Reporting		
Mitigation Measures	Period of Implementation	Monitoring Responsibility	Monitoring Procedure	Comments	Date	Initials
Mitigation Measure AQ-1: The City shall require that projects that involve ground disturbing activities or large construction equipment that are implemented under the Specific Plan are analyzed as part of project review in accordance with SCAQMD recommended methodologies and significance thresholds. Emission reductions shall be achieved by incorporating the following which shall be included on construction plans and specifications as part of a construction management and parking plan: <ul style="list-style-type: none"> • Water all active construction areas at least twice daily as required. • Cover all trucks hauling soil, sand, and other loose materials or require all trucks to maintain at least 2 feet of freeboard. • Sweep daily, as required, all paved access roads, parking areas, and staging areas at construction sites. • Sweep streets daily as required if visible soil material is carried onto adjacent public streets. • Reduce unnecessary idling of truck equipment in proximity to sensitive receptors (i.e. idle time of 5 minutes or less). • Use construction equipment rated by the United States Environmental Protection Agency as having Tier 3 (model year 2006 or newer) or Tier 4 (model year 2008 or newer) emission limits, applicable for engines between 50 and 750 horsepower. • Properly maintain construction equipment per manufacturer specifications. • Designate a disturbance coordinator responsible for ensuring that mitigation measures to reduce air quality impacts from construction are properly implemented. 	During construction activities	City of Manhattan Beach Building and Safety Division and Public Works Department	The Building and Safety Division and Public Works Department shall ensure that all projects under the Specific Plan that involve ground disturbing activities or large construction equipment are analyzed in accordance with SCAQMD recommendations and that appropriate mitigation measures are included on construction plans and specifications to ensure emission reductions and compliance with this measure.			
Mitigation Measure CUL-1: If archaeological resources (i.e., historical, prehistoric, and isolated artifacts and features) are inadvertently discovered during construction of future improvements envisioned in the Specific Plan, work shall be halted immediately within 50 feet of the discovery, the City shall be notified, and a professional archaeologist who meets the Secretary of the Interior's Standards and Guidelines for Professional Qualifications in archaeology and/or history shall be retained to determine the significance of the discovery. Project personnel shall not collect cultural resources.	During construction activities	City of Manhattan Beach Building and Safety Division and Public Works Department	Upon finding of archaeological resources, the Building and Safety Division and Public Works Department shall review the significance of the find determined by the qualified archaeologist and ensure compliance with the suggested techniques, which may include periodic site inspections.			

City of Manhattan Beach
City of Manhattan Beach Downtown Specific Plan and Local Coastal Program Amendments Project
Mitigation Monitoring and Reporting Program

	Mitigation Monitoring			Reporting		
Mitigation Measures	Period of Implementation	Monitoring Responsibility	Monitoring Procedure	Comments	Date	Initials
Mitigation Measure CUL-2: If human remains are discovered during project construction, all work shall be halted immediately within 50 feet of the discovery, the City shall be notified, and the County Coroner must be notified, according to California Public Resources Code Section 5097.98 and California Health Code Section 7050.5. If the remains are determined to be Native American, the coroner will notify the Native American Heritage Commission, and the procedures outlined in CEQA Section 15064.5(d) and (e) shall be followed.	During construction activities	City of Manhattan Beach Building and Safety Division and Public Works Department	Upon finding of human remains, the Building and Safety Division and Public Works Department shall ensure the County Coroner is contacted and, if remains are deemed to be Native American, contact the NAHC and follow all necessary CEQA procedures.			
Mitigation Measure CUL-3: In accordance with AB-52, the City of Manhattan Beach will notify the Gabrieleno Band of Mission Indians- Kizh Nation, of any Downtown Specific Plan area projects that involve soil disturbances, as complete applications for such projects are received.	Implementation project application processing	City of Manhattan Beach Building and Safety Division and Public Works Department	The Community Development Department shall notify the Gabrieleno Band of Mission Indians- Kizh Nation of any received applications involving soil disturbances in the Downtown Specific Plan area.			
Mitigation Measure GEO-1: If paleontological resources are encountered during future grading or excavation activities associated with Specific Plan-related improvements, work shall avoid altering the resource and its stratigraphic context until a qualified paleontologist has evaluated, recorded, and determined appropriate treatment of the resource, in consultation with the City. Project personnel shall not collect paleontological resources. Appropriate treatment may include collecting and processing "standard" samples by a qualified paleontologist to recover microinvertebrate fossils in a museum repository for permanent curation and storage, together with an itemized inventory of the specimens.	During construction activities	City of Manhattan Beach Building and Safety Division and Public Works Department	Upon finding of paleontological resources, the Building and Safety Division and Public Works Department shall consult with the qualified paleontologist upon determination of appropriate treatment for the resource and conduct periodic site inspections to ensure compliance with this measure.			

City of Manhattan Beach
City of Manhattan Beach Downtown Specific Plan and Local Coastal Program Amendments Project
Mitigation Monitoring and Reporting Program

	Mitigation Monitoring			Reporting		
Mitigation Measures	Period of Implementation	Monitoring Responsibility	Monitoring Procedure	Comments	Date	Initials
Mitigation Measure NOI-1: Prior to the issuance of a use permit or building permit for any second-floor outdoor commercial restaurant dining that includes service of alcohol and hours of operation during the late night hours, an acoustical study shall be prepared to the satisfaction of the Community Development Director. The study shall quantify the anticipated noise levels generated by the use and demonstrate compliance with the "Exterior noise standards" identified in Sections 5.48.160 of the Manhattan Beach Municipal Code. Design and construction techniques may be utilized to reduce and/or shield noise sources to achieve compliance with the standard, such as sound-rated Plexiglas parapets, noise curtains, and other noise reducing materials, and/or operational conditions may be imposed to reduce any potential impacts.	During Use Permit or Building Permit review	City of Manhattan Beach Community Development Department	Prior to the issuance of a use permit or building permit for late night, alcohol-servicing commercial restaurants, the Community Development Director or his/her designee shall review an acoustical study to ensure compliance with the noise standards stated in the Manhattan Beach Municipal Code, and shall ensure implementation of proper design and construction techniques to reduce noise.			
Mitigation Measure IR-1: Public realm improvements shall be constructed in a manner in which the overall public parking supply is maintained, and no net loss in public parking occurs.	During plan review and plan check	City of Manhattan Beach Community Development Department and City of Manhattan Beach Public Works Department	The Community Development Department and Public Works Department shall ensure no net loss occurs in public parking due to public realm improvements.			

End of Mitigation Monitoring and Reporting Program.

CITY OF MANHATTAN BEACH

DOWNTOWN SPECIFIC PLAN

RESPONSES TO COMMENTS ON THE INITIAL STUDY/ MITIGATED NEGATIVE DECLARATION

SCH No. 2016081065

Prepared for:

CITY OF MANHATTAN BEACH
1400 HIGHLAND AVENUE
MANHATTAN BEACH, CA 90266

Prepared by:

Michael Baker
INTERNATIONAL

3900 KILROY AIRPORT WAY, SUITE 120
LONG BEACH, CA 90806

OCTOBER 2016

PERSONS, ORGANIZATIONS, AND PUBLIC AGENCIES THAT COMMENTED ON THE PROPOSED MITIGATED NEGATIVE DECLARATION

The public review period for the Initial Study and Proposed Mitigated Negative Declaration (MND) for the City of Manhattan Beach Downtown Specific Plan and Local Coastal Program Amendments Project commenced on August 25, 2016, and ended on September 23, 2016. The table below lists the persons, organizations, and public agencies that provided comments to the City of Manhattan Beach on the Proposed MND.

COMMENTERS ON THE PROPOSED MND

Agency, Organization, and/or Person	Date of Letter
Osterhout, Gary	9/23/2016
Quilliam, Jim	9/23/2016
Victor, William	9/23/2016
California Department of Transportation (Caltrans) Watson, Dianna	9/27/2016
California Governor's Office of Planning and Research Morgan, Scott	9/28/2016

COMMENTS AND RESPONSES

The comments and recommendations received on the Proposed MND, along with the lead agency's responses to the environmental points that were raised, are presented herein. All comments on the Proposed MND were submitted in written form and are included in their entirety. Each point raised in these comment letters was assigned a number (e.g., XY-1), as noted on the comment letters included in this section. The lead agency's response to each enumerated comment is provided after the respective comment letter.

Gary Osterhout Letter

From: Gary Osterhout <garyosterhout@verizon.net>

Date: September 23, 2016 at 11:09:30 AM PDT

To: <nmadrid@citymb.info>

Subject: Downtown Specific Plan Commentary

Please accept this commentary on the Downtown Specific Plan.

GO-1

- Overall, anything approved for Downtown M.B. should be focused on residents first, then businesses. Businesses exist by grace of residents. Residents understand the benefits businesses bring and will accommodate, but there is not a co-equal right of existence.

GO-2

- Investors in Downtown real estate purchased their investment knowing that the development will be controlled, and the development historically has been controlled. In fact, the Metlox development was purchased by the City to control and limit development. The residents of M.B. do not have an obligation to maximize the profit an investor can generate from their business.

GO-3

- The current downtown is currently generating sufficient tax dollars. In fact, downtown in comparison to our other retail sectors is rather insignificant. Tax dollars should not be a major driver of any downtown decisions or justifications. The Dewitt Petroleum example cited in the Easy Reader is specious--that revenue should never have been mainstreamed into the General Fund due to its uniqueness and tenuous nature. That money just allowed the creation of additional non-critical employee positions that will not be eliminated along with the lost revenue stream.

GO-4

- The downtown in my mind is not our "commercial center." It is our "civic center." The Metlox Plaza for instance, was billed as our "community living room." To poise downtown as our commercial center allows minimization (and demonization) of our real economic generators. By saying downtown is our "commercial center" is what allows arguments like "we need to minimize parking charges so we can compete with the mall." We then overly-subsidize the downtown both directly and indirectly. And downtown benefits by all the civic center attractions we put downtown (like Joslyn, the library, City Hall) that economically would be better elsewhere in the city.

GO-5

- The current downtown configuration is currently sufficient to sustain an adequate mix of businesses. Any decline attributed to continuing status quo policies is sheer conjecture. If there is a decline that needs corrected, the city can make any changes necessary at that time. Due to the attraction of the beach any downturn would be short-lived. To change policies that attract more people without demonstrated real need is short-sighted.

GO-6

- The attraction of our downtown is in our uniqueness as well as the proximity to the beach. Any change toward a more "robust, vibrant" downtown only makes it more like so many other beach towns (i.e., Huntington) that we do not want to be. Once we change away from what we have, we will never be able to change back.

GO-7

- Any expansion or additional usage decisions should be first weighed against existing parking, with no projections for additional parking. Current proposals seemed designed to attract all the more people into the downtown. The same way colonizing squatters helped to expand the borders of the U.S. two centuries ago, more people downtown without parking or roads to accommodate will only create more stress for more parking and more transportation solutions. I am in favor of a better shuttle system, and elimination of the Ocean Express.

GO-8

- Employers need to provide better parking or transportation for their employees beyond the issue of incursion into the residential areas. Already too many are monopolizing the free parking in the

GO-9

Gary Osterhout Letter Continued

median parking area across from Shade and the streets along Ardmore. Or they should recognize this as another of the benefits provided to them by the city and that they are their own worst enemy when it comes to customer parking.

GO-9
cont.

- I am highly supportive of demand pricing for parking. Any opposition by the businesses should be recognized that they are their own worst enemy when it comes to customer parking.

GO-10

- I am in favor of allowing small pop-ups, even from chains. I do not think we need to "encourage entrepreneurs." That is not our need or mission. Nor do we as a city need to provide "a range of employment opportunities," unless that means downtown businesses will employ more of our resident high school/college kids. A farmers market does not need to be formally, separately, included in the plan.

GO-11

- I am in favor of better, permanent art. Similarly, I have heard that business areas attractive to artists create their own vibrancy.

GO-12

- I am against the concept of "large festivals that draw thousands" downtown unless kept to a very brief minimum involving historical events (i.e., 6-man; Chevron bike race).

GO-13

- I am opposed to rooftop/second floor dining. This concept is just begging to be turned into a problem in terms of party atmosphere, cramming more people into downtown, and noise. There is a reason we prohibit rooftop decks in the residential areas.

GO-14

- There should be no additional downtown residences without creation of two parking spots. No matter if rationalized otherwise that people living downtown don't need cars, I believe my solution reflects the reality.

GO-15

- There should be no additional office space off alleys if it is shown this will bring even more employees to downtown. There are better locations for such activity, and this again puts a strain on available parking.

GO-16

- All buildings, signage, landscaping, etc. must be low-profile and simple.

GO-17

- The ULI also offered a solution that if we cannot economically sustain the downtown, an alternative would be to shrink the envelope. I do not believe that is necessary, but that aspect has to be remembered.

GO-18

Thank you,
Gary Osterhout

Responses

GO-1: Introductory remarks are made; no response is required.

GO-2: The commenter provides opinions regarding the focus of planning efforts for Downtown Manhattan Beach and the importance of residents. This comment does not raise any environmental issues and, thus, no response is required pursuant to CEQA. The comment is, nonetheless, duly noted and will be forwarded to the City's decision makers for their consideration.

GO-3: The commenter provides background information regarding real estate in Downtown Manhattan Beach. This comment does not raise any environmental issues and, thus, no response is required pursuant to CEQA. The comment is, nonetheless, duly noted and will be forwarded to the City's decision makers for their consideration.

GO-4: The commenter provides background information and opinions regarding tax revenues. This comment does not raise any environmental issues and, thus, no response is required pursuant to CEQA. The comment is, nonetheless, duly noted and will be forwarded to the City's decision makers for their consideration.

GO-5: The commenter provides opinions regarding the nature and intent of Downtown Manhattan Beach. This comment does not raise any environmental issues and, thus, no response is required pursuant to CEQA. The comment is, nonetheless, duly noted and will be forwarded to the City's decision makers for their consideration.

GO-6: The commenter provides opinions regarding the economic condition of Downtown Manhattan Beach. This comment does not raise any environmental issues and, thus, no response is required pursuant to CEQA. The comment is, nonetheless, duly noted and will be forwarded to the City's decision makers for their consideration.

GO-7: The commenter provides opinions regarding the attraction of Downtown Manhattan Beach. This comment does not raise any environmental issues and, thus, no response is required pursuant to CEQA. The comment is, nonetheless, duly noted and will be forwarded to the City's decision makers for their consideration.

GO-8: The commenter provides recommendations regarding any expansion or additional usage decisions in Downtown Manhattan Beach. This comment does not raise any environmental issues and, thus, no response is required pursuant to CEQA. The comment is, nonetheless, duly noted and will be forwarded to the City's decision makers for their consideration.

GO-9: The commenter provides recommendations regarding the commercial parking in Downtown Manhattan Beach. This comment does not raise any environmental issues and, thus, no response is required pursuant to CEQA. The comment is, nonetheless, duly noted and will be forwarded to the City's decision makers for their consideration.

GO-10: The commenter provides opinions regarding demand pricing parking. This comment does not raise any environmental issues and, thus, no response is required pursuant to CEQA. The comment is, nonetheless, duly noted and will be forwarded to the City's decision makers for their consideration.

GO-11: The commenter provides both opinions regarding the type of commercial establishments allowed in Downtown Manhattan Beach and suggestions for the land use policies in the Draft Specific Plan. This comment does not raise any environmental issues and, thus, no response is

required pursuant to CEQA. The comment is, nonetheless, duly noted and will be forwarded to the City's decision makers for their consideration.

GO-12: The commenter provides opinions on art. This comment does not raise any environmental issues and, thus, no response is required pursuant to CEQA. The comment is, nonetheless, duly noted and will be forwarded to the City's decision makers for their consideration.

GO-13: The commenter expresses opposition to the concept of "large festivals that draw thousands" to Downtown Manhattan Beach. This comment does not raise any environmental issues and, thus, no response is required pursuant to CEQA. The comment is, nonetheless, duly noted and will be forwarded to the City's decision makers for their consideration.

GO-14: The commenter expresses opposition to rooftop/second floor dining in Downtown Manhattan Beach and expresses concerns for potentially related noise impacts. The comment will be forwarded to the City's decision makers for their consideration. Potential noise impacts, including those related to rooftop/second floor dining, is addressed in Section 12(a, c) of the Initial Study, and Mitigation Measure NOI-1 is included to reduce such potential impacts. This mitigation measure requires analysis and implementation of proper design features on a permit-by-permit basis to ensure that outdoor commercial restaurant dining complies with the exterior noise standards of the Manhattan Beach Municipal Code. With the incorporation of Mitigation Measure NOI-1, potential noise impacts related to rooftop/second floor dining are less than significant.

GO-15: The commenter provides opinions regarding parking standards for residential uses in Downtown Manhattan Beach. This comment does not raise any environmental issues and, thus, no response is required pursuant to CEQA. The comment is, nonetheless, duly noted and will be forwarded to the City's decision makers for their consideration.

GO-16: The commenter expresses opposition for office space along alleys in Downtown Manhattan Beach. This comment does not raise any environmental issues and, thus, no response is required pursuant to CEQA. The comment is, nonetheless, duly noted and will be forwarded to the City's decision makers for their consideration.

GO-17: The commenter provides a recommendation for building, signage, and landscape design in Downtown Manhattan Beach. This comment does not raise any environmental issues and, thus, no response is required pursuant to CEQA. The comment is, nonetheless, duly noted and will be forwarded to the City's decision makers for their consideration.

GO-18: The commenter provides opinions regarding the economic sustainability of Downtown Manhattan Beach. This comment does not raise any environmental issues and, thus, no response is required pursuant to CEQA. The comment is, nonetheless, duly noted and will be forwarded to the City's decision makers for their consideration.

Jim Quilliam Letter

Please incorporate these recommendations into the current downtown specific plan.

TRASH

Issue 1: Many businesses do not have adequate garbage facilities and are operating without adequate garbage facilities.

JQ-1

Recommended Solution: Require a thorough evaluation of any new business application that is filed for conversion to a similar business type (i.e. restaurant to restaurant). Mandate changes to insure the business will operate with adequate trash facilities/enclosures.

Issue 2: Overflow of recyclable trash (Cans, bottles, cardboard etc.)

Recommended Solution:

1. Make part of the municipal code and part of CUPs or create a **Master use permit** that gives the city the ability to enforce that all businesses will gather and store their recyclables on premises. Recyclable vehicles will then make pick up of the stored recyclables picking up from the businesses using the **strategically placed parking places in the commercial zones** (not adjacent or close to residents) that will be reserved for specific hours for vehicles to make their pick up from downtown businesses. **The remaining hours those parking places are not reserved for the pickup of recyclables will be available for public parking.**

JQ-2

2. Request also that the public trash cans/bins be maintained and cleaned on regular basis.
3. Develop and **enforce a garbage management plan** throughout the city

DELIVERY SUPPLY VEHICLES

Issue 1: Illegal parking of delivery vehicles, deliveries during nonoperational hours and congestion from delivery supply vehicles in the downtown area

Recommended Solution: 1. **strategically place delivery parking places in the commercial zones** (not adjacent or close to residents) that are reserved for specific hours for delivery trucks to make their deliveries to downtown businesses. The remaining hours those parking places are not reserved for commercial deliveries will be available for public parking.

JQ-3

2. Work in partnership with businesses to monitor and insure compliance with delivery vendors.
3. Service downtown with smaller trucks and do not leave truck engines running while making deliveries.

Jim Quilliam Letter Continued

SMOKING

Issue 1: Sidewalks, gutters, and alleyways are littered with cigarette butts. This not only creates a visibly trashy walkway, but also is harmful to the ocean and our environment.

Recommended Solution: 1. Implement an enforcement plan and consolidated effort among the City of Manhattan Beach police, Commercial property owners, Manhattan Beach Chamber of Commerce, Manhattan Beach Businesses and Residents for the assertive enforcement of the nonsmoking ban across the city. 2. Integrate the efforts of code enforcement and the police force for active enforcement. 3. Inform and empower the public on what they can do when encountering smoking. 4. Closing off the west end of the pier should help limit cigarette butts, given that many of them originate from the people who congregate at the end of the pier late at night. 5. Police, City personnel, business owners and residents should work to enforce existing ordinances against smoke in public.

JQ-4

Issue 2. Stem the use of illegal drugs in the city (I.e. smoking of marijuana etc.... in the city).

Recommended Solution: 1. Implement an enforcement plan and consolidated effort among the City of Manhattan Beach police, Commercial Property Owners, Manhattan Beach Chamber of Commerce, Manhattan Beach Businesses and Residents for the assertive enforcement to stem the illegal use of drugs across the city. 2. **Integrate the efforts of code enforcement and the police force for active prosecution.** 3. Inform and empower the public on what they can do when encountering illegal smoking of marijuana or illegal drug use. 4. Closing off the west end of the pier should help stem the use of illegal drugs, given that these drugs are predominating among the people who congregate at the pier late at night.

JQ-5

PARKING

Parking strategies - Parking will not be solved by just building new parking structures! First we need to understand the current comprehensive detailed make up of our parking infrastructure in Manhattan Beach = our current make-up of unique parking arrangements in place today throughout downtown and surrounding areas of MB, number of spaces, etc. situation of parking throughout the entire community of MB.

It is also to be noted that the intent of non-metered parking spaces in the residential areas adjacent to commercial or downtown businesses was for residential parking. Over the years more and more residential spaces have been converted to metered spaces and the residents have been overlooked and under-represented as a downtown constituent. These intended residential spaces co-located in primarily downtown residential areas have been manipulated

JQ-6

Jim Quilliam Letter Continued

and abused. The majority of these spaces are taken each day by the downtown business employees. This can be easily verified on any given day. **Priority should be given to residents and their ability to park in their designated intended residential areas at no additional cost. A permit parking program should be implemented for core downtown residents to have access to intended non metered parking spaces next to their residences (approximately there are approximately 130 non-metered parking spaces in downtown Manhattan Beach).** Specific safeguards should be in place so the parking cannot be manipulated or abused by any one group of constituents. Use lessons learned and best practices of other cities and being innovative in our own unique solutions to take care of the needs of our constituents.

JQ-6
cont.

VALET PARKING

We do not need any additional valet parking in the already congested areas of downtown especially if it is adjacent and causing hazards and negative impact to residential homeowners as well as increased congestion and vehicle/pedestrian hazards.

The current valet parking is not being adequately enforced and addressed. Additional valet parking is not in line with taking into consideration our neighborhood and in making sound quality decisions to be good neighbors within our community. We should not be putting our community at risk for further degradation and exacerbate congestion and hazards all for the convenience of valet parking.

JQ-7

HEIGHT LIMITS

Why would we ever entertain the increase in height limits for our downtown area knowing it will degrade our overall Manhattan Beach character and put our wonderful views at risk?

Whatever height limit you have does not include the additional rooftop equipment and equipment fencing that is required by the city to surround rooftop equipment like A/C systems etc. The argument that "what is the big deal lets go to another 1-2 feet" let's go from 26 foot limit to a 28 foot limit really means that the height footprint of 28 feet really means, when all is said and done, maybe 36 ft., maybe even 38 ft. or higher, after the equipment and fencing surrounding the equipment is put in place. These 1-2 feet would continue to exacerbate our views and impact a height footprint substantially.

JQ-8

Residents and property owners living adjacent to the commercial downtown buildings views have been consistently degraded year by year and in some cases completely taken away with installment of a rooftop wall or fencing. Please maintain the current height limits and do not place the core attributes of our city in jeopardy of being lost forever.

Jim Quilliam Letter Continued

INTEGRATION OF POLICE AND CODE ENFORCEMENT FOR COMMUNICATION, UNDERSTANDING OF ISSUES AND ACTION TO ENFORCE CONDITIONAL USE PERMITS AND ENFORCE THE LAWS OF THE CITY OF MANHATTAN BEACH

Recommended Solution: Recommend a greater focus on the integration of the police force and with the city of MB code enforcement on enforcing and levying fines as required for violations of CUPs during the normal Monday through Friday 8am to 5 pm hours and also to include coverage for evening hours through bar closing times of 3AM and coverage for weekends. A greater emphasis on integrating the resources and efforts between the police department and city code enforcement will insure timely action for CUP violations.

JQ-9

COMMUNITY POLICING – ASSIGNMENT OF POLICE OFFICERS TO A SPECIFIC GEOGRAPHICAL REGION IN THE CITY OF MANHATTAN BEACH

Recommended Solutions:

1. Request that Police officers be assigned to a specific region in the community - this would build rapport with the residents and businesses knowing that the officer has been assigned and is our community point of contact for the area that we live.
2. Many positives with this approach – build rapport, consistent and helpful communication with someone we see on consistent basis, point of contact for issues and working issues collaboratively etc....

JQ-10

PROACTIVE ENFORCEMENT OF LAWS

Recommended Solutions:

1. Recommend a proactive enforcement of the laws of the city. A proactive approach to carry out citations and arrests for violations of our current laws to include enforcement of the no smoking ban, parking enforcement, noise violations, arrests for illegal drugs (marijuana) throughout the community.
2. This may include more of “walking the areas”, getting out into the community and downtown and on the Strand and the beach area to actively cite and arrest for violations and to show a presence of support for our community.

JQ-11

Jim Quilliam Letter Continued

3. This will communicate a message that our community is serious in carrying out our laws and value the great community that we have and would hopefully set a standard of respect and compliance and be a deterrent for those who are violating our laws.

**JQ-11
cont.**

Regards, Jim Quilliam

Responses

JQ-1: The commenter provides opinions and recommendations regarding the access and adequacy of garbage facilities for businesses. As stated on page 80 of the Initial Study, the types of improvements envisioned by the City (i.e., bicycle and pedestrian facilities, parking facilities, and public spaces) would not significantly change the volumes of solid waste. Also, as noted on p. 24 of the Initial Study, as a result of the public outreach for the proposed Specific Plan, the City will be instituting separate, but concurrent efforts, in trash and litter management in the Downtown Commercial area. The proposed Specific Plan includes policies related to improved trash and litter management in support of this work effort.

JQ-2: The commenter provides opinions and recommendations regarding the overflow of recyclable trash. As stated on page 80 of the Initial Study, the types of improvements envisioned by the City (i.e., bicycle and pedestrian facilities, parking facilities, and public spaces) would not significantly change the volumes of solid waste. Also, as noted on p. 24 of the Initial Study, as a result of the public outreach for the proposed Specific Plan, the City will be instituting separate, but concurrent efforts, in trash and litter management in the Downtown Commercial area. The proposed Specific Plan includes policies related to improved trash and litter management in support of this work effort.

JQ-3: The commenter provides opinions and recommendations regarding the illegal parking of delivery vehicles, deliveries during nonoperational hours, and congestion from delivery vehicles in the Downtown area. As stated on page 76 of the Initial Study, none of the contemplated measures in the proposed Specific Plan would redirect traffic, decrease the level of service, or degrade the performance of the roadway network. This comment does not address the adequacy of the environmental analysis and, thus, no response is required pursuant to CEQA. The comment is, nonetheless, duly noted and will be forwarded to the City's decision makers for their consideration.

JQ-4: The commenter provides opinions and recommendations regarding litter, specifically cigarette butts. This comment does not raise any environmental issues or address the adequacy of the environmental analysis and, thus, no response is required pursuant to CEQA. The comment is, nonetheless, duly noted and will be forwarded to the City's decision makers for their consideration.

JQ-5: The commenter provides opinions and recommendations regarding the use of illegal drugs in the city. This comment does not raise any environmental issues and, thus, no response is required pursuant to CEQA. The comment is, nonetheless, duly noted and will be forwarded to the City's decision makers for their consideration.

JQ-6: The commenter provides opinions regarding the parking situation and the conversion of residential spaces to metered spots. As stated on pages 76–77 of the Initial Study, Circulation Plan Goal 6 supports alternatives to reduce demand for surface parking facilities. The proposed Specific Plan recommends the development of various parking strategies to manage and accommodate commercial parking demand, such as the provision of shuttle services to and from existing and potential future remote parking lots. Through the use of these strategies, overall parking demand will decrease, resulting in more available parking capacity.

JQ-7: The commenter provides opinions regarding valet parking as it relates to congestion in Downtown Manhattan Beach. As stated on page 76 of the Initial Study, none of the contemplated measures in the proposed Specific Plan would redirect traffic, decrease the level of service, or degrade the performance of the roadway network.

RESPONSES TO COMMENTS

JQ-8: The commenter provides opinions regarding the increase in height limits in Downtown Manhattan Beach. As stated on page 32 of the Initial Study, the proposed Specific Plan includes a 2-foot height limit exception (to a maximum height of 28 feet) in the Downtown Commercial designation, Area B, for mechanical equipment, solar panels, and pitched roofs, and possibly other similar features. The potential impacts of the proposed Specific Plan on views and aesthetic character, including potential impacts related to the proposed height exception, are addressed on pages 32–34 of the Initial Study. Such impacts were determined to be less than significant. As noted in the Initial Study, projects seeking the height exception would be subject to the City's design review process, which would consider the potential to block existing views from surrounding properties.

JQ-9: The commenter provides opinions and recommendations regarding the integration of police and code enforcement. This comment does not raise any environmental issues and, thus, no response is required pursuant to CEQA. The comment is, nonetheless, duly noted and will be forwarded to the City's decision makers for their consideration.

JQ-10: The commenter provides opinions and recommendations regarding community policing and assigning officers to specific regions. This comment does not raise any environmental issues and, thus, no response is required pursuant to CEQA. The comment is, nonetheless, duly noted and will be forwarded to the City's decision makers for their consideration.

JQ-11: The commenter provides opinions and recommendations regarding proactive enforcement of the City's laws. This comment does not raise any environmental issues and, thus, no response is required pursuant to CEQA. The comment is, nonetheless, duly noted and will be forwarded to the City's decision makers for their consideration.

William Victor Letter

Page 1 of 5

WILLIAM VICTOR 'S SUMMARY OF COMMENTS REGARDING THE

CITY OF MANHATTAN BEACH DOWNTOWN SPECIFIC PLAN

INITIAL STUDY/MITIGATED NAGTIVE DECLARATION (HEREINATER REFERED TO AS "IS")

Delivered by Hand on September 23, 2016 to

the City of Manhattan Beach Att: Marisa Lundstedt, Director of Community Development

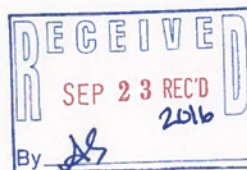
I have had a property interest in the Manhattan Beach Downtown since 1977 and since then have been a part time resident and property owner in the downtown as the downtown is defined in Figure 1 of the IS. Neither the Director nor the consultant 's representative ive in Manhattan Beach nor have they ever lived in Manhattan Beach . Despite their going through the motions of what they call "extensive public outreach, they are clearly not in touch with the reasonable expectations of the residents of Manhattan Beach including those who live and/or own property in the downtown and clearly do not make the non stakeholder residents a relevant concern in the evaluation from what I have observed her during the proposed specific plan. In fact there are many resident /taxpayers and perhaps at least one council person who believe this preparation of a specific plan was merely a "make work plan" to keep the Directors's large staff appear to be busy.

WV-1

The declaration of the IS executed by the Director at page 29 states on the basis of the IS initial evaluation that "[The Director finds] that although the proposed project could have significant effect on the environment there will not be a significant effect in this case because revisions in the project have been by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared".

WV-2

I respectfully request that this short cut not be used to avoid the necessary Environmental Impact Report (EIR) since the short cut which was timed during a Labor day long holiday when the City apparently by design knew many would not have a chance to know about this and the notice requirements of the California Coastal Act, and Local Coastal Program were not adequately complied with which has been a continuous problem with the Manhattan Beach Community Development Department as well .



Continued to Page 2

William Victor Letter Continued

WILLIAM VICTOR SUMMARY OF COMMENTS PAGE 2 of 5

The Downtown Residents Group was assured of many things during the meetings with the then Mayor Burton and correspondence from him and Council member D'Erico and Director Marisa was aware of all of these assurance since I personally discussed some of them with her and her staff myself

For example :

We were assured that the Urban Land Institute Report would not be a guideline for the Downtown Specific Plan and contrary to those assurances at page 9 the IS provides : "Based on Staff's findings and recommendations of the URBAN Land Institute .. the City Council determined it was appropriate to develop the Specific Plan"

A number of residents recalled that the ULI report at page 15 stated the following :

Overall, the economic health of the city's downtown retail is excellent. Rents are high, and vacancy is low. The tenants represent a healthy mix, with small-shop dominance.

It is simply ~~not~~ true that a great number of environmental impacts are not mitigate- Further more the outreach was a farce -For example the first workshop, I attended but we could not participate since the two representatives of the consultant spoke and would not even permit questions- what is even worse is that the information about the profile of the Downtown population was erroneous, out dated and while it was admitted by the Director when I noted this to her, it was never corrected by the City or the consultant.

The meetings of outreach was like nothing I have ever witnessed in American or anywhere in the free world-the consultant had secret meetings with persons she called "stakeholders" -I witnessed one such meeting in the City Police and Fire Building where I am informed this same Director ordered two residents to leave by the Police -In most of these unannounced meetings with "stakeholders", residents were not made to feel welcome and wherever possible residents who had diverse opinions -i

WV-3

William Victor Letter Continued

WILLIAM VICTOR'S SUMMARY OF COMMENTS PAGE 3 15

The remainder of this summary will have to be brief and I welcome any questions from anyone who would like to have more clarity in this summary. Unfortunately, I planned to use the library but it did not open until noon and the Joslyn Center computer was not operating as you might be able to observe from the looks of pages one and two.

We were assured :

1. that the maximum building height would not be raised. In fact I personally was informed by the Director that the maximum height is not being recommended by the City ; Obviously the owner of the property where the "maximum Height exception " is now allowed for 2 more feet for "sloped roof forms, solar panels, mechanical equipment ...the exception is intended to facilitate the development of slightly taller ground floor tenant spaces and OTHER CREATIVE ARCHITECTURAL DESIGNS THAT MIGHT NOT BE POSSIBLE WITHIN THE AREA'S 26 FOOT HEIGHT LIMIT." See page 14 the fourth bullet point.
2. Now I am quite sure that number 1 above was granted to Mr. Tony Choeke , (I apologize if I misspelled his surname) who obviously is an important stakeholder and I think when the people who have property east of his property learn about this , they will have wished to discuss this environmental impact which affects their air circulation, the vistas which are protected by the California Coastal Act and the less than fair handling of this matter. I have also learned this is only step one for Mr. Tony C, who I personally like but resent his demand for special treatment and the violation of the promise to the downtown residents. Tony is very hospitable and wines and dines whomever he wishes in the City administration, perhaps the Director, but certainly has special meetings unannounced. I have witnessed in a case involving my property where the Director decided in favor of the wealthy property owner despite a history on the property which protected neighboring property. I have a file box of evidence if anyone wishes to learn more about this. This alone is sufficient to show environmental impacts in an EIR so that the unfortunate residents who are not viewed as important stakeholders can have an even playing field and even get return calls from the Director when they leave messages in response to her usual outgoing message which has more often than not says she is in meetings. Trust is certainly a factor in the Specific Plan and some of it may be restored with an EIR rather than the short cut negative declaration route.
3. See appendix D which was another item which I recall was off the table-now called "The enhanced beach head circulation" at Manhattan Beach Blvd on the Pier where I agreed with the other downtown residents that it would cause congestion with people unloading cars and not moving-My close attention to the failure of the MB police to even properly enforce the no double parking in the Valet parking on Manhattan Avenue tells me that this also will be a problem rather than a solution and it certainly is not mitigating anything and should be part of the EIR.
4. Page 15 has proposed "Multi purpose drop off zones with "seating at locations where parking is not lost -This was , as I recall what the DRG (Downtown Residents Group had recommended against and there are at least nine proposed in Figure 5 after page 18 four of which are on Manhattan Avenue which is already cramped with enhanced pedestrian cross walks, stop signs, lights, now three valet parking kiosks at least all of which detracting from access to which beachgoers are entitled in accordance with the Coastal Act.
5. The residents have preferred and I prefer businesses that serve beach goers and residents, but the language which repeats itself throughout this Declaration discusses beachgoers which I

WV-4

WV-5

WV-6

WV-7

WV-8

William Victor Letter Continued

Page 4 of 5

applaud but emphasizes visitors and omits residents all too often. Sort of Dial one for Visitors, dial 2 for beachgoers and if there is a third it might be the residents mentioned like an afterthought.	WV-8 cont.
6. At page 10, the Director provides fo guidelines to address "architectural design, circulations, parking and "infrastructure in the plan area" does not enumerate any of the implementation there and this shortcut to eliminate an EIR eliminates discussion placed before the public in greater detail for those most affected by the environmental impacts of all the construction, dust, traffic, trucks all day, even during the summer on the downtown narrow streets, excavations, in the narrow streets, sidewalks many if not all for the extra "architectural designs " some for the possible turrets in the 28 foot or higher buildings now negotiated by the nice likeable but less than thoughtful Tony C. It is known by many that Tony C as the owner of the Inad beneath the Shellback has a desire to tear it down, and replace it with a multi story building and a roof garden to be as high if not higher than the Strand Restaurant which also has some special stakeholder rights for balconies over the sidewalks of MBB. Incidentally, I have been informed the Strand is now seeking awnings over the seating area on the balconies which many residents find an environmental impact and which should be part of the EIR as well.	WV-9
7. The core principle at page 11 to "provide goods and services primarily to beachgoers"-I do believe we must rovide access to the beach to beachgoers but I do not think we have an obligation to provide goods and services PRIMARILY to beachgoers and I think this need to be clarified and discussed in an EIR where beachgoers (and residents as well) have an opportunity to review the EIR and participate with comments,etc.	WV-10
8. The reference to new streetscapes the City already knows how the construction of a streetscape will have serious environmental impacts and these less than necessary impacts should be mitigated and that is difficult to do in the narrow close to residential property streets and should be part of an EIR dealing with the means to mitigate same which was not easy the last time around	WV-11
9. The urbanization influenced by the ULI has not been set aside as promised by Council member D'Erico and then Mayor Burton, and the trust element with the Council and City could be restored with an EIR which gives a better chance for the residents and other involved entities and individuals participate in a resolution and clarification without Michael Baker International involved hopefully.	WV-12
10. See page 14, third bullet point, another assurance to the DRG was broken and emphasizes in this point "other creative architectural designs that might not be possible within the areas 26 foot height limit" such as I assume the turrets that Mr. Choke is anxious for and the downtown residents very much oppose and certainly has the result of cutting vistas and views, air circulation and the dust and impact of creating these monstrosities need to receive the complete input for all Including residents, the Coastal Commission, the beach goers for the obstruction of access during these construction events;	WV-13
11. The parking elements such as taking spaces for electric cars has already caused environmental impacts for persons seeking parking in the City Hall parking area and placement of these should be discussed and reviewed by public on an open period of time provided by EIR process without a labor day holiday interference and reduction of review times to review and respond.	WV-14
12. Incidentally, the notice for this initial study is flawed and not compliant with the MB LCP.	WV-15
13. The set of changes in the small defined area is an example of a change developed in seret with a special stakeholder named Tony Choeke for his properties creating environmental impact for persons who probably will not know about it until their vistas are cut by his turrets or whatever in the 28 feet when they have relied upon the 26 foot limit to enjoy their vistas-The manner in which this is is very un-American and it does not pass the smell test as far as an absence of the	WV-16

William Victor Letter Continued

Page 50/5

- appearance of corruption since Mr. Choke is popular for entertaining and dining city personnel, etc although I personally like him, I think he is not thoughtful about the people east of his property ; this is a prime example for the need for an EIR for many reasons and the problem is not shown as being mitigated from what is provided in the initial study; WV-16 cont.
14. Page 26 is false since not all of the parcels in the Specific plan area are developed. WV-17
15. Page 27-The notice of plan to initiate amendments to the LCP appears to require notice that is required by the LCP and the Coastal Act and should be brought to the attention of the Coastal Commission and would be more properly accomplished by the EIR process and the notice is more likely to be determined deficient if an EIR is not determined necessary by the Director of Community Development or directed by the City Council; WV-18
16. Page 32 last paragraph really gives the 28 foot height a boost by now here adding the words "and possible other similar features " as an excuse for adding to the existing maximum 26 feet that everyone else has; this is a real stretch! WV-19
17. Pages 33 and 34 deals with another way to destroy vistas by changing the "tree canopy". This alone should be a basis for using the EIR instead if this u nfair shortcut; WV-20
18. Page 36 , 2c should reflect "potentially significant impact" WV-21
19. Page 59 I have learned that Reidents in the downtown and others are concerned about LU 3.2 and some may likely be considering challenging this for cut off of vistas WV-22
20. Page 60 is unclear since it does not describe the "design guidelines " which is really sloppy and there is some residential concern about the lack of consistency anad contradictions ; WV-23
21. Pages 60, 65, need clarification which the EIR would be helpful; WV-24
22. Page 66, the use if stacked parking and other parking solutions need an EIR in view of the fact that the City cannot even enforce the no double parking violations with valet parking for the last few years including now; WV-25
23. Page 68-the 28 foot amendment for height affects vistas which is protected by the Coastal Act and should be incorporated in an EIR process now; WV-26
24. Page 70, 12a and 12 d should be changed to potentiall significant impacts and are difficult to impossible to enforce or mitigate for example this forcing the City to change its page 29 determination executed by the Director WV-27
25. Page 71 have proven to n ot be enforceable or possible to mitigate and require EIR- all paragraphs on that page WV-28
26. Page 73 -13(a) and (b) should be noted as Potentiall significant Impact and are also reasons for EIR WV-29
27. Pages 74 through 77 cry for an EIR WV-30
- If anyone has a question or needs clarification, I can be reached at 516-670-2590.
- The short cut will be the long route and less than fair to those who are affected by the above.
William Victor

Responses

WV-1: The commenter provides opinions regarding the subject Specific Plan work program and staff. This comment does not raise any environmental issues and, thus, no response is required pursuant to CEQA. The comment is, nonetheless, duly noted and will be forwarded to the City's decision makers for their consideration.

WV-2: The commenter requests that an Environmental Impact Report (EIR) be prepared for the proposed project and suggests that certain noticing requirements have not been met. Section 15070 of the State CEQA Guidelines explains that a public agency shall prepare a negative declaration or mitigated negative declaration when there is no substantial evidence that the project (or in the case of a mitigated negative declaration, the revised project) may have a significant effect on the environment. The Initial Study prepared for the proposed Specific Plan analyzed all of the potential environmental impacts of the proposed project and determined that, after mitigation, the project would not have a significant effect on the environment. The commenter does not provide any evidence to the contrary. In regard to the public review period, the City of Manhattan Beach published and distributed a Notice of Intent to Adopt a Mitigated Negative Declaration on August 25, 2016, which initiated a 30-day public review period. The noticing and duration of the public review period met or exceeded CEQA's public review requirements. Finally, as stated on page 27 of the Initial Study, the California Coastal Commission will need to review and certify the project proposal.

WV-3: The commenter provide opinions regarding the project's public outreach program. This comment does not raise any environmental issues and, thus, no response is required pursuant to CEQA. The comment is, nonetheless, duly noted and will be forwarded to the City's decision makers for their consideration.

WV-4: The commenter states that he was assured the maximum building height would not be raised. This comment does not address the adequacy of the environmental analysis and, thus, no response is required pursuant to CEQA. The comment is, nonetheless, duly noted and will be forwarded to the City's decision makers for their consideration. As stated on page 32 of the Initial Study, as recommended by the Planning Commission, the proposed Specific Plan includes a 2-foot height limit exception (to a maximum height of 28 feet) in the Downtown Commercial, Area B, designation for mechanical equipment, solar panels, and pitched roofs, and possibly other similar features. The potential impacts of the proposed Specific Plan on views and aesthetic character, including potential impacts related to the proposed height exception, are addressed on pages 32–34 of the Initial Study. Such impacts were determined to be less than significant. As noted in the Initial Study, projects seeking the height exception would be subject to the City's design review process, which would consider the potential to block existing views from surrounding properties.

WV-5: The commenter provides background information and opinions regarding the reasons for the proposed 2-foot height limit exception. The commenter also asserts potential impacts on air circulation and vistas. The potential impacts of the proposed Specific Plan on air quality are addressed on pages 37–40 of the Initial Study and were found to be less than significant after the incorporation of Mitigation Measure AQ-1, which would minimize air pollutant emissions during construction. The potential impacts of the proposed Specific Plan on views and aesthetic character, including potential impacts related to the proposed height exception, are addressed on pages 32–34 of the Initial Study. Such impacts were determined to be less than significant. As noted in the Initial Study, projects seeking the height exception would be subject to the City's design review process, which would consider the potential to block existing views from surrounding

properties. See also response to comment WV-2 regarding the lack of need to prepare an EIR for the project.

WV-6: The commenter provides opinions and observations regarding traffic circulation, parking, and police enforcement of parking law, including (1) the opinion that the conceptual beach head circulation plan would cause congestion due to people unloading cars while potentially occupying travel lanes; and (2) the observation that double parking is an existing issued that is not properly enforced. The project's potential impacts on transportation and traffic were analyzed on pages 76–79 of the Initial Study and were found to be less than significant with the incorporation of mitigation to ensure no net loss of parking from public realm improvements (Mitigation Measure TR-1). This analysis includes an evaluation of the conceptual Beach Head improvements noted by the commenter. As noted in this analysis, the turnaround included in the conceptual Beach Head improvements would eliminate vehicle queuing in the westbound direction and remove a “dead end” that currently requires drivers to back up or turn across pedestrian paths or drive through parking lots in order to exit the area. The conceptual design would also establish safe pedestrian sidewalk connections and crossings that are separated from the vehicular traffic flow, helping to reduce the potential for vehicle-pedestrian collisions.

WV-7: The commenter states that the proposed multi-purpose drop-off zones were not recommended by the Downtown Resident Group. The multi-purpose drop-off zones are conceptual circulation improvements envisioned in the proposed Specific Plan as identified through the public process. This comment does not raise any environmental issues and, thus, no response is required pursuant to CEQA. The comment is, nonetheless, duly noted and will be forwarded to the City's decision makers for their consideration.

WV-8: The commenter provides the opinion that the proposed Specific Plan emphasizes visitors over residents. This comment does not raise any environmental issues and, thus, no response is required pursuant to CEQA. The comment is, nonetheless, duly noted and will be forwarded to the City's decision makers for their consideration.

WV-9: The commenter provides the opinion that Specific Plan guidelines will not be implemented and suggests that an EIR would provide further detail regarding implementation. For clarification, an EIR would not provide any further detail or assurances regarding implementation of the Specific Plan guidelines. To the contrary, the Initial Study, Mitigated Negative Declaration, and Mitigation Monitoring and Reporting Program provide the same level of detail and enforcement as an EIR with regard to mitigation measures to reduce potentially significant environmental impacts.

WV-10: The commenter provides the opinion that the Specific Plan need not provide goods and services primarily to beachgoers. This comment does not raise any environmental issues and, thus, no response is required pursuant to CEQA. The comment is, nonetheless, duly noted and will be forwarded to the City's decision makers for their consideration.

WV-11: The commenter states that the construction of a streetscape will have serious environmental impacts due to narrow streets and close proximity to residential property, yet provides no evidence to support this assertion. The potential environmental impacts of the streetscape improvements envisioned in the proposed Specific Plan are evaluated on pages 37-41 (Air Quality); pages 70-73 (Noise); and pages 76-80 (Transportation/Traffic) in the project's Initial Study.

WV-12: The commenter provides opinions regarding the process undertaken for the proposed Specific Plan. This comment does not raise any environmental issues and, thus, no response is

RESPONSES TO COMMENTS

required pursuant to CEQA. The comment is, nonetheless, duly noted and will be forwarded to the City's decision makers for their consideration.

WV-13: See response to comment WV-4. The commenter expresses opposition to the proposed height limit exception, which is duly noted and will be forwarded to the City's decision makers for their consideration.

WV-14: The commenter suggests that more consideration be afforded to the provision of parking spaces dedicated to electric cars. The comment is not related to the proposed Specific Plan but is, nonetheless, duly noted and will be forwarded to the City's decision makers for their consideration.

WV-15: The commenter claims that the Notice of the Initial Study is flawed and is not compliant with the Local Coastal Program (LCP), though provides no evidence to substantiate this assertion. The notice indicates that Local Coastal Program Amendments are proposed and it provides a description of those proposed Amendments in compliance with all local and state Coastal regulations. The comment is, nonetheless, duly noted and will be forwarded to the City's decision makers for their consideration.

WV-16: The commenter expresses opinions regarding the process the City undertook to develop the proposed Specific Plan and concerns for view impacts related to the 2-foot height exception included in the proposed Specific Plan. The commenter's opinions and concerns are duly noted and will be forwarded to the City's decision makers for their consideration. The potential impacts of the proposed Specific Plan on views and aesthetic character, including potential impacts related to the proposed height exception, are addressed on pages 32–34 of the Initial Study. Such impacts were determined to be less than significant. As noted in the Initial Study, projects seeking the height exception would be subject to the City's design review process, which would consider the potential to block existing views from surrounding properties.

WV-17: The commenter states that page 26 of the Initial Study is false because not all parcels in the Specific Plan area are developed, though provides no specifics as to what particular issue on page 26 is false. Furthermore, the commenter provides no indication of the false or incorrect analysis in the language on page 26 of the Initial Study.

WV-18: The commenter states that the proposed project should be brought to the attention of the California Coastal Commission and claims that notice was insufficient. As described on page 27 of the Initial Study, in order to implement the proposed project, the City of Manhattan Beach will need to amend the LCP and Implementation Program, including but not limited to the Land Use Plan Policy Map, Coastal Zone Zoning Map, policies, and text to reflect any corresponding changes in development standards, guidelines, policies, and the other proposed zoning and land use revisions, and the California Coastal Commission will need to review and certify the amendment. Per Section A.96.250 of the City of Manhattan Beach Local Coastal Program, LCP Amendments, the City Council may amend all or part of the LCP, but the amendment will not take effect until it has been certified by the Commission. The certification process includes the following steps:

- Initiation of Amendments to the LCP by the Planning Commission or initiated by the City Council directing the Planning Commission to initiate the amendments.
- Planning Commission action on the amendments, in the form of a written recommendation to the City Council, whether to approve, approve in modified form, or

disapprove, following a duly noticed public hearing, in accordance with the Coastal Act and the California Code of Regulations.

- City Council action on the amendments, whether to approve, approve with modifications, or disapprove the amendments following a duly noticed public hearing, in accordance with the Coastal Act and the California Code of Regulations.
- Coastal Commission certification of the amendments in accordance with Sections 30512 and 30513 of the Public Resources Code, Section 13551 of the California Code of Regulations, and Chapter 6, Article 2 of California Coastal Act.

WV-19: The commenter expresses concern about the proposed 2-foot height limit exception (to a maximum height of 28 feet) in the Downtown Commercial designation, Area B, for mechanical equipment, solar panels, and pitched roofs, and possibly other similar features. The comment is duly noted and will be forwarded to the City's decision makers for their consideration. See also response to comments WV-4 and WV-5 regarding the height limit exception.

WV-20: The commenter states that the project proposal to change the tree canopy instigates the need to prepare an EIR. Pages 33 and 34 of the Initial Study states that the project could include changes to the tree canopy, which has the potential to partially obstruct views. However, future street tree replacements and installations would be undertaken in compliance with the City's street tree planting guide (Municipal Code Section 7.32.090) and would be similar in species and scale to the existing street tree canopy. In certain limited instances, it is possible that the landscaping and tree canopy improvements undertaken to implement the proposed Specific Plan could partially obstruct intermittent views from vehicular streets and walkstreets that act as "view corridors." Any new street trees and landscaping would be designed to be in harmony with the street lighting and would act to soften the urban context of the built environment, as well as serving to frame existing views of the Manhattan Beach Pier, the beach areas, and the Pacific Ocean. In addition, any proposed street tree would be required to conform to the City's Municipal Code Chapter 7.32 – Tree, Shrub and Plant Regulations. Specifically, Section 7.32.080 requires that any new street tree comply with the Street Tree Master Plan, as approved by the Public Works Director. At full implementation of the public realm improvements envisioned in the proposed Specific Plan, the primary public views of the ocean, beach areas, and geographic features, including the Palos Verdes Peninsula from the Beach Head area near the pier, would remain largely unobstructed. Furthermore, future improvements would be subject to applicable City regulations and requirements and to the proposed design guidelines that are intended, in part, to preserve the visual character of the plan area. Such improvements would also be subject to project-level CEQA documentation.

WV-21: The commenter expresses the opinion that impacts to agricultural resources should be determined to be potentially significant, though provides no evidence to substantiate this assertion. Page 36 (Agriculture and Forestry Resources) of the Initial Study analyzes potential impacts, and there are no forestlands, timberlands, or timberland zoned Timberland Production within the project area, therefore, there are no impacts. The comment is, nonetheless, duly noted and will be forwarded to the City's decision makers for their consideration.

WV-22: The commenter states that residents in the Downtown are concerned about General Plan Land Use Policy LU-3.2, though provides no details about such concerns. The comment is duly noted and will be forwarded to the City's decision makers for their consideration.

WV-23: The commenter states that the Specific Plan design guidelines are not described on page 60 of the Initial Study. The Specific Plan design guidelines are described in Chapter 6 of the Specific Plan.

WV-24: The commenter states that pages 60 and 65 of the Initial Study need clarification. Page 60 of the Initial Study contains a thorough discussion of consistency between the proposed project and the City General Plan. Page 65 of the Initial Study contains a thorough discussion of consistency between the proposed project and the Local Coastal Program.

WV-25: The commenter states that the City is not enforcing the current prohibition on double parking associated with valet parking and therefore the use of stacked parking or other parking solutions should be analyzed in an EIR. Stacked parking for vehicle storage in off-street parking lots does not raise any environmental issues germane to CEQA as it will be attendants or valet monitoring and there will be no use of or impact to the public right-of-way. The comment is, nonetheless, duly noted and will be forwarded to the City's decision makers for their consideration.

WV-26: The commenter states that the proposal to include a 2-foot height limit exception (to a maximum height of 28 feet) in the Downtown Commercial designation, Area B, for mechanical equipment, solar panels, and pitched roofs, and possibly other similar features, requires the preparation of an EIR. Page 67 of the Initial Study describes the project's consistency with LCP Policy II.A.2, which requires the preservation of the predominant existing commercial building scale of one and two stories, by limiting any future development to a 2-story maximum, with a 30-foot height limitation. The proposed Specific Plan is consistent with this policy. The Specific Plan maintains the current 26-foot height limit for the majority of the commercial area of the Specific Plan, with exceptions in Area B for a 2-foot increase to 28 feet to allow for mechanical equipment, solar panels, pitched roofs and similar features which would still be under the 30-foot height limitation within the policy. Area A of the commercial area allows a 30-foot height limit and no revisions are proposed. The code already provides height exceptions for vent pipes, antennas (up to 10 feet) and chimneys (up to 5 feet) and this proposal is consistent with these current exceptions. See also response to comment WV-5.

WV-27: The commenter suggests that Mitigation Measure NOI-1 is unenforceable and therefore the noise-related impacts it seeks to mitigate should be considered potentially significant. Mitigation Measure NOI-1 requires that prior to the issuance of a use permit or building permit for any second-floor outdoor commercial restaurant dining that includes service of alcohol and hours of operation during the late night hours, an acoustical study shall be prepared to the satisfaction of the Community Development Director. The study shall quantify the anticipated noise levels generated by the use and demonstrate compliance with the "Exterior noise standards" identified in Section 5.48.160 of the Manhattan Beach Municipal Code. Design and construction techniques may be utilized to reduce and/or shield noise sources to achieve compliance with the standards, such as sound-rated plexiglass parapets, noise curtains, and other noise-reducing materials, and/or operational conditions may be imposed to reduce any potential impacts. As stated on page 71 of the Initial Study, Mitigation Measure NOI-1 shall be implemented during use permit or building permit review process and shall be enforced by the City of Manhattan Beach Community Development Department. It is unclear why the commenter considers Mitigation Measure NOI-1 difficult or impossible to enforce.

WV-28: The commenter states that Mitigation Measure NOI-1 is unenforceable. The commenter is referred to Response WV-27.

WV-29: The commenter expresses the opinion that impacts related to population and housing should be determined to be potentially significant, though provides no evidence to substantiate

this assertion. Page 73 (Population and Housing) of the Initial Study describes that the proposed Specific Plan does not include any site-specific designs or proposals, or grant any entitlements for development. Future improvements implementing the proposed Specific Plan would not include the development of any new housing or employment centers that would directly increase the population or indirectly induce population growth. Future improvements implementing the Specific Plan would primarily consist of redevelopment of existing buildings as well as pedestrian and bicycle improvements. The exact locations of these improvements have not yet been determined, but they would not be anticipated to require the removal of any housing in the plan area. Furthermore, future projects would be subject to further CEQA review of project-specific impacts. The comment is, nonetheless, duly noted and will be forwarded to the City's decision makers for their consideration.

WV-30: The commenter expresses the opinion that impacts related to public services, recreation, and transportation/traffic should be determined to be potentially significant and an EIR should be prepared, though provides no evidence to substantiate this assertion. The comment is, nonetheless, duly noted and will be forwarded to the City's decision makers for their consideration.

Caltrans Letter

STATE OF CALIFORNIA—CALIFORNIA STATE TRANSPORTATION AGENCY

EDMUND G. BROWN Jr., Governor

DEPARTMENT OF TRANSPORTATION
DISTRICT 7-OFFICE OF TRANSPORTATION PLANNING
100 S. MAIN STREET, MS 16
LOS ANGELES, CA 90012
PHONE (213) 897-9140
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www.dot.ca.gov

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9-23-16
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Serious drought.
Help save water!

Governor's Office of Planning & Research

September 27, 2016

SFP 27 2016

STATE CLEARINGHOUSE

Nhung Madrid
City of Manhattan Beach
1400 Highland Avenue
Manhattan Beach, Ca 90266

RE: City of Manhattan Beach
Downtown Specific Plan & Local Coastal
Program Amendments
SCH # 2016081065
GTS# 07-LA-2016-00123
Vic. LA-105/P.M. 21.3

Dear Nhung Madrid:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the proposed mitigated negative declaration of City of Manhattan Beach Downtown Specific Plan and Local Coastal Program Amendments. The proposed Specific Plan Project is situated in the central western portion of the city adjacent to the Pier and within the city's Coastal Zone. The Specific Plan area encompasses approximately 40 blocks, 51.62 acres, bounded by 15th street to the north, Ardmore Avenue to the east, 8th, 9th, and 10th streets to the south and The Strand to the west. The proposed Local Coastal Program (LCP) Amendments include the city's Coastal Zone.

Based on the information received, Caltrans has the following comments:

1. The nearest State facility to the proposed project is the I-105 freeway. Caltrans does not expect project approval to result in a direct adverse impact to the State facility.
2. On page 16 of the Specific Plan, it is stated there is a desire to have four bike parking spaces per side of the street per block. Because sidewalk space can sometimes be limited or certain businesses may attract more customers arriving by bicycle than others, the City might wish to explore the installation of on-street bicycle parking or "bicycle corrals." Typically, a bicycle corral is placed on the street in place of an existing car parking space. Bicycle corrals can be an effective piece of infrastructure if placed in an area that meets any of the following conditions: high demand for bicycle parking; sidewalk space is limited; or there is nearby on-site car parking. Although the City has a no net-loss policy with parking in the area, it may be worthwhile to consider.
3. To enhance bicycling conditions and overall traffic safety, some consideration should be given to implementing a conventional or "classic" road diet on the block of 15th Street between Highland Avenue and Valley Drive. Currently the street is 54' wide with two lanes westbound and a single lane eastbound. However, outside of this block the street is a single lane in each direction.

Caltrans-1

Caltrans-2

Caltrans-3

*"Provide a safe, sustainable, integrated and efficient transportation system
to enhance California's economy and livability"*

Caltrans Letter Continued

Nhung Madrid
City of Manhattan Beach
September 27, 2016
Page 2 of 2

4. Implementing a conventional road diet will make the block more consistent with the rest of the street and create space for a dedicated center left turn lane and Class II bike lanes. Altogether, these elements can make the street more predictable, enhance the comfort and safety of bicycling, and improve driveway access. The Federal Highway Administration (FHWA) recognizes the conventional road diet as a proven safety countermeasure.

Caltrans-4

5. Additionally, one of the primary goals of the Specific Plan is to promote alternate modes of travel in order to reduce traffic congestion and parking demand. As such, there may be an opportunity to install "Lead Pedestrian Intervals" or LPIs, as well as pedestrian scramble crossings within the Specific Plan area. Where there are signalized intersections, LPIs can provide walking a green light between 2 to 6 seconds before the light turns green for vehicle traffic in the same direction. This measure, by giving pedestrians a head start on crossing the street, makes pedestrians more visible by the time a light turns green for drivers and reduces potential conflict. Pedestrian scramble crossings, on the other hand, are typically installed in areas with high pedestrian volumes and eliminate vehicle-pedestrian conflicts altogether by separating the two modes having completely separate signal phases. Pedestrian scrambles can be popular in situations where there is a strong desire to cross in all directions.

Caltrans-5

6. Where appropriate, multi-modal safety measures that promote active transportation should be considered. Standard crosswalks, such as those present at the intersection of 15th Street and Manhattan Avenue, the Specific Plan could look to upgrade to high-visibility continental crosswalks. Continental crosswalks provide greater visibility than standard crosswalks and can improve yielding compliance from drivers. Traffic calming measures such as roundabouts, pedestrian refuge islands, raised crosswalks or raised intersections might also be considered.

Caltrans-6

Please note that any work performed within State right of way will require an encroachment permit from Caltrans. In addition, please be reminded that transportation of heavy construction equipment materials, or other special equipment, which require the use of oversized-transport vehicles on State highways will require a Caltrans transportation permit. Caltrans recommends that large size truck trips be limited to off-peak commute hours.

Caltrans-7

If you have any questions please feel free to contact Melanie Bradford, the project coordinator at (213) 897-9446 and refer to GTS# 07-LA-2016-00123.

Sincerely,



DIANNA WATSON
LD-IGR Branch Chief

cc: Scott Morgan, State Clearinghouse

*"Provide a safe, sustainable, integrated and efficient transportation system
to enhance California's economy and livability"*

Responses

Caltrans-1: The commenter states that the nearest state facility to the project is Interstate 105 and that Caltrans does not expect the project to result in a direct impact to Interstate 105. The comment is duly noted and will be forwarded to the City's decision makers for their consideration.

Caltrans-2: The commenter recommends that the City consider the use of bicycle corrals to accommodate on-street bicycle parking. This comment does not raise any environmental issues and, thus, no response is required pursuant to CEQA. The comment is, nonetheless, duly noted and will be forwarded to the City's decision makers for their consideration.

Caltrans-3: The commenter recommends that the City consider implementing a conventional or classic road diet on the block of 15th Street between Highland Avenue and Valley Drive. The comment is, nonetheless, duly noted and will be forwarded to the City's decision makers for their consideration.

Caltrans-4: The commenter notes that the implementation of a conventional road diet at the block of 15th Street between Highland Avenue and Valley Drive will make this block more consistent with the rest of the street and create space for a dedicated center left-turn lane and Class II bike lane. The commenter further states that a conventional road diet is a proven safety measure. A road diet is not proposed as part of the Specific Plan, however, the comment is, nonetheless, duly noted and will be forwarded to the City's decision makers for their consideration.

Caltrans-5: The commenter recommends that the City consider implementing "Lead Pedestrian Intervals" and pedestrian scramble crossings in the Specific Plan area, noting these strategies can reduce potential vehicle-pedestrian conflicts. Leading Pedestrian Intervals have already been implemented at the intersections of Manhattan Beach Boulevard at Highland Avenue and Manhattan Beach Boulevard at Manhattan Avenue. A possible scramble crossing is included in the Specific plan as a possible pedestrian enhancement. This comment does not raise any environmental issues and, thus, no response is required pursuant to CEQA. The comment is, nonetheless, duly noted and will be forwarded to the City's decision makers for their consideration.

Caltrans-6: The commenter recommends that the City consider implementing multimodal safety measures such as high-visibility continental crosswalks as well as traffic-calming measures such as roundabouts, pedestrian refuge islands, and raised crosswalks. This comment does not raise any environmental issues and, thus, no response is required pursuant to CEQA. The comment is, nonetheless, duly noted and will be forwarded to the City's decision makers for their consideration.

Caltrans-7: The commenter notes that work performed within the state right-of-way will require an encroachment permit from Caltrans. The commenter also notes that certain heavy construction equipment requires a Caltrans transportation permit if traveling on state highways. No work is anticipated within the State right-of-way, therefore, this comment does not raise any environmental issues and, thus, no response is required pursuant to CEQA. The City acknowledges the comment and will obtain the requisite permits.

Office of Planning and Research Letter



EDMUND G. BROWN JR.
GOVERNOR

STATE OF CALIFORNIA
GOVERNOR'S OFFICE of PLANNING AND RESEARCH
STATE CLEARINGHOUSE AND PLANNING UNIT



KEN ALEX
DIRECTOR

September 28, 2016

Nhung Madrid
City of Manhattan Beach
1400 Highland Avenue
Manhattan Beach, CA 90266-4795

Subject: City of Manhattan Beach Downtown Specific Plan and Local Coastal Program Amendments
SCH#: 2016081065

Dear Nhung Madrid:

The enclosed comment (s) on your Negative Declaration was (were) received by the State Clearinghouse after the end of the state review period, which closed on September 23, 2016. We are forwarding these comments to you because they provide information or raise issues that should be addressed in your final environmental document.

The California Environmental Quality Act does not require Lead Agencies to respond to late comments. However, we encourage you to incorporate these additional comments into your final environmental document and to consider them prior to taking final action on the proposed project.

Please contact the State Clearinghouse at (916) 445-0613 if you have any questions concerning the environmental review process. If you have a question regarding the above-named project, please refer to the ten-digit State Clearinghouse number (2016081065) when contacting this office.

Sincerely,

Scott Morgan
Director, State Clearinghouse

Enclosures
cc: Resources Agency

OPR-1

1400 10th Street P.O. Box 3044 Sacramento, California 95812-3044
(916) 445-0613 FAX (916) 323-3018 www.opr.ca.gov

Responses

OPR-1: The letter confirms compliance with State Clearinghouse requirements and forwards one comment letter from a state agency, Caltrans, received by OPR. The comment letter from Caltrans is addressed previously herein.