# II. EXECUTIVE SUMMARY

## PROPOSED PROJECT

The proposed Civic Center/Metlox Development Project consists of a combined public Civic Center (Police and Fire Department facilities) and a commercial mixed-use development (Metlox). The two sites are contiguously located (north/south) and provide an opportunity to integrate the two developments into a single project. The two sites are connected with a pedestrian linkage at 13th Street, which is proposed to be dedicated to provide through access from Morningside Drive and Valley Drive. The Civic Center portion of the project consists of a two-level, approximately 57,000 square foot Public Safety Facility incorporating all administrative and operational functions of the Manhattan Beach Police and Fire Departments. The Civic Center will also involve the expansion of the existing library to provide a 40,000 square foot Library and Cultural Arts Center with 30,000 square feet for library space and 10,000 square feet for a 99-seat Cultural Arts Center. The Metlox component includes a mixed-use commercial development with subterranean parking, including approximately 90,000 square feet of retail, restaurant, a 40-room Bed and Breakfast lodging component, and office uses. Architectural features include one and two story buildings oriented around the streets, outdoor plazas (paseos) and a Town Square.

An Environmental Impact Report (EIR) is required for this project because it will require discretionary approval by the City of Manhattan Beach City Council and the City Planning Commission. The project will be required to undergo one of the following discretionary plan approval processes:

1). Development Agreement, plus:

i.) a local coastal permit; and

ii.) a height variance for the tower element;

or

2. Master Land Use Permit, plus:

i.) a local coastal permit; and

ii.) a height variance for the tower element.

## PROJECT LOCATION

The project site is located within the City of Manhattan Beach and is generally bounded by 15th Street on the north, Valley Drive on the east, Manhattan Beach Boulevard on the south, and Morningside Drive on the west. The project site is comprised of two adjacent properties in two separate land use designations; the northern most property being the City's Civic Center area (Public Services designation) and the southern most property being in the Downtown Commercial District (Downtown

Commercial designation). The southern portion of the site marks the entrance to the Downtown Commercial District.

## PROJECT BACKGROUND

### Environmental Review Requirements

The City of Manhattan Beach Planning Department reviewed the Environmental Checklist Form for the Metlox project and recommended that a Draft Environmental Impact Report (DEIR) be prepared addressing potential environmental issues. Additional environmental issues to be addressed were also identified by the City in response to comments received on the Notice of Preparation (NOP) and re-evaluation of project impacts after additions were made to the project. These comment letters are presented in Appendix A to this DEIR. The Initial Study was finalized in May 2000 and is included as Appendix A to this Draft EIR. Based on early consultation with public agencies, and review of the comments received on the NOP and subsequently revised NOP, the DEIR includes the analysis of the following environmental issues: Aesthetics; Air Quality; Land Use; Public Safety (Police Services); Risk of Upset; Transportation/Circulation; Water Quality; and Noise.

## AREAS OF CONTROVERSY

Potential areas of controversy and issues to be resolved by the decision-makers include those areas where significant unavoidable impacts are projected to occur as a result of the proposed project. For the proposed Civic Center/Metlox Development Project, the area of controversy are centered around traffic and construction noise impacts.

Traffic. Unavoidable significant traffic impacts are expected to occur at the following two study intersections during the summer season:

- Manhattan Beach Boulevard and Valley Drive/Ardmore Avenue (summer weekdays PM peak hour)
- Highland Avenue and Manhattan Beach Boulevard (summer Sundays peak hour).

It should be noted that no unavoidable significant traffic impacts are expected to occur during the winter weekdays, which constitutes over ¾ (or 75%) of the time period throughout the year. The unavoidable traffic impacts are only expected to occur on a seasonal basis during summer months when the City of Manhattan Beach naturally experiences increased traffic volumes associated with summer beach trips.

Noise. Noise from construction-related activities are anticipated to exceed the significance threshold at all 5 of the sensitive receptor locations analyzed in this analysis. With application of prescribed

mitigation measures, construction noise levels are anticipated to be reduced by approximately 6 dBA (Leq) at all receptor locations. However, due to the proximity of sensitive noise receptors, significant noise impacts would still remain at sensitive receptor locations. These temporary construction noise impacts would be significant and unavoidable.

## ALTERNATIVES

The State CEQA Guidelines require a reasonable range of project alternatives be analyzed, which would feasibly attain most of the basic objectives of the project but would avoid or substantially lessen any of the significant effects of the project, and evaluate the comparative merits of the alternatives. An analysis of the following Alternatives is included in this Draft EIR:

1. The No Project Alternative;
2. Civic Center Only Alternative: Construction of the Civic Center improvements (as proposed) without the Metlox commercial development;
3. Metlox Development Only Alternative: Construction of the Metlox commercial development (as proposed) without the Civic Center improvements;
4. Reduced Density Alternative: Development of the Civic Center improvements (as proposed) with a 60,000 square foot reduced Metlox development with surface parking only;
5. Civic Center (as proposed) With 90,000 Metlox Development (as proposed) With Increased Parking (includes a 2nd levels of subterranean parking); and
6. Mixed Use Alternative: Development of the Civic Center improvements (as proposed) with a 90,000 square foot Metlox commercial development with an alternative mix of commercial uses.

As presented in Section VII. Alternatives to the Proposed Project, the environmentally superior alternative is identified as the Civic Center Only Alternative. The Civic Center Only Alternative is the only project alternative that would avoid any of the significant adverse impacts that were identified for the proposed project. Specifically, this alternative would generate a negligible increase in traffic volumes during the AM and PM Peak hours and would avoid the occurrence of unavoidable significant traffic impacts. Significant unavoidable construction noise impacts would still be generated under this alternative.

**Table 1**
**Civic Center Metlox Development Project EIR**
**Executive Summary**

| Project Impacts | Mitigation Measures | Impacts After Mitigation |
|---|---|---|
| **AESTHETICS** | | |
| Based on the size and scale of the proposed development (a density that is approximately 63% of the maximum allowable FAR for the CD Zone), a review of the architectural illustrations and conceptual site plan design, it appears that the proposed project would be compatible with the Downtown Design Guidelines. The structures proposed are within the same size and scale of adjacent commercial properties within the Downtown area along Morningside Drive and Manhattan Beach Boulevard. In addition, the Meltox Block concept envisioned for the project will compliment the adjacent commercial structures in the Downtown area. To the extent that the Metlox development incorporates the general goals and recommendations of the Downtown Design Guidelines, aesthetic impacts would be less than significant.<br><br>A total of 22 public views were identified and analyzed to determine the project potential to obstruct scenic or ocean views. Of the 22 public views analyzed, three vantage points were identified as providing ocean views (View 4, View 5, and View 7). Views 5 and 7 would remain unobstructed by the development as they are aligned with 13th Street. 13th Street is proposed to be made a through way street between Valley Drive and Morningside Drive, thus existing views through the project site would be retained. View 4, however, may become partially blocked by the proposed Lookout Tower structure. Because this view obstruction would only effect a portion of the existing view of the ocean, and ocean views | • Where feasible, incorporate landscaped areas into new development and existing development. Such landscaped areas could utilize window boxes and similar landscape amenities. Landscaping should be designed to enhance and accentuate the architecture of the development.<br><br>• Signs should be designed at a scale appropriate to the desired village character of downtown. The size and location of signs should be appropriate to the specific business. Pre-packaged "corporate" signs should be modified to a scale and location appropriate to the desired village character of downtown Manhattan Beach. Signs should not block, or obliterate, design details of the building upon which they are placed. Pedestrian oriented signage is encouraged. Such signs may be located on entry awnings, directly above business entrances, and "hanging signs" located adjacent to entrances.<br><br>• Low level ambient night lighting shall be incorporated into the site plans to minimize the effects of light and glare on adjacent properties. | Project impacts on aesthetics and views would be less than significant before and after mitigation |

| Project Impacts | Mitigation Measures | Impacts After Mitigation |
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| would still be available from this vantage, impacts were determined to be less than significant. | | |
| **AIR QUALITY** | | |
| The construction activities associated with the proposed project would generate pollutant emissions. Grading/excavation phase PM10 emissions are anticipated to exceed the SCAQMD significance threshold of 150 ppd, which would result in a short-term significant impact.<br><br>Long-term project emissions would be generated by motor vehicles (mobile sources) as well as from the consumption of natural gas and electricity (stationary sources). . The results of the California Air Resources Board's URBEMIS 7G operational emissions model indicate that operational emissions are not anticipated to exceed daily SCAQMD significance thresholds. Thus, long-term impacts resulting from daily operational emissions would be considered less than significant.<br><br>The proposed project could potentially exceed the 8-hour concentration standard of 9.0 ppm in areas adjacent to the intersection of Sepulveda and Manhattan Beach Boulevard. The estimated worst-case 8-hour concentration would violate the State standard in areas adjacent to the intersection of Sepulveda and Manhattan Beach Boulevards, either with or without the proposed project. The increment significance threshold is 1 ppm for the 1-hour averaging period, and 0.45 ppm for the 8-hour averaging period. Since the project contribution would be negligible (i.e., less than 1 ppm), this can be considered a less-than-significant impact. | The following mitigation measures are prescribed in an effort to reduce this impact to a less-than-significant level.<br><br>• The construction area and vicinity (500-foot radius) shall be swept and watered at least twice daily.<br><br>• Site-wetting shall occur often enough to maintain a 10 percent surface soil moisture content throughout all site grading and excavation activity.<br><br>• All haul trucks shall either be covered or maintained with two feet of free board.<br><br>• All haul trucks shall have a capacity of no less than 14 cubic yards.<br><br>• All unpaved parking or staging areas shall be watered at least four times daily.<br><br>• Site access points shall be swept/washed within thirty minutes of visible dirt deposition.<br><br>• On-site stockpiles of debris, dirt, or rusty material shall be covered or watered at least twice daily. | Application of prescribed mitigation measures are anticipated to reduce construction phase PM10 emissions to a level that is less than significant. With proper implementation of prescribed mitigation measures, development of the proposed project would not result in any unavoidable significant air quality impacts. |

| Project Impacts | Mitigation Measures | Impacts After Mitigation |
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| The SCAQMD has identified CO as the best indicator pollutant for determining whether air quality violations would occur, because CO is most directly related to automobile traffic. As indicated previously, CO concentrations were modeled using the USEPA CAL3QHC dispersion model. The analysis indicated that the project would not cause or exacerbate an existing violation of the State CO concentration standard; therefore, the proposed project can be considered to comply with AQMP's Consistency Criterion 1.<br><br>The Proposed Project is not growth inducing, and the estimated job creation that would result from implementation of the Proposed Project is not sufficiently large to call into question the employment forecasts for the subregion adopted by SCAG. Since the SCAQMD has incorporated these same projections into the AQMP, it can be concluded that this project would be consistent with the projections in the AQMP. Thus, the proposed project can be considered to comply with Consistency Criterion 2. Accordingly, the project would be consistent with AQMP's goals, policies, and programs for improving regional air quality conditions. | • Operations on any unpaved surfaces shall be suspended when winds exceed 25 mph.<br><br>• Car-pooling for construction workers shall be encouraged. | |
| **LAND USE** | | |
| The project includes the demolition and reconstruction of the existing Police and Fire Department facilities and either enlargement or reconstruction of the existing Public Library and an auxiliary Cultural Arts Center on the Civic Center site and construction of a 90,000 square foot commercial development containing retail, restaurant, and office uses and a 40-room lodging component. The uses proposed for the Civic Center site are generally consistent with the existing uses on site in which they are replacing and are consistent with the | With procurement of the necessary land use entitlements (i.e., Development Agreement plus, a local coastal permit, a height variance for the tower element, and: a applicable building permits) land use impacts associated with the proposed project would be less than significant and no mitigation measures are required or recommended. | Land use impacts would be less than significant and no mitigation measures would be required. |

| Project Impacts | Mitigation Measures | Impacts After Mitigation |
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| permitted uses allowed under the existing site's Public Facilities land use designation. The Cultural Arts Center use is consistent with the LCP regulations for the Public and Semipublic District. The following uses proposed for the Metlox Development will require a use permit to operate with in the CD District: Eating and drinking establishments (e.g. restaurants and bakery), hotels & motels, offices (business & professional). Approvals and conditions of approvals for these uses will be addressed within the Development Agreement for the proposed Metlox Development. With procurement of a Development Agreement, including a local coastal permit, a height variance for the tower element, and applicable building permits, land use consistency impacts would be less than significant. | | |
| **NOISE** | | |
| Construction activities require the use of numerous noise generating types of equipment such as jackhammers, pneumatic impact equipment, saws, and tractors. To ascertain worst-case noise impacts at sensitive receptor locations, construction noise was modeled by introducing the noise level associated with the finishing phase of a typical development project to the ambient noise level. Noise from construction-related activities are anticipated to exceed the significance threshold at each sensitive receptor location. This would result in a short-term significant noise impact.<br><br>The proposed improvements to the Fire and Police Facility would not increase the duration or frequency of existing noise sources, such as sirens. With the proposed project, the predominate noise source would be associated with increased vehicular traffic, as the project is forecasted to generate a net | The following mitigation measures are recommended to reduce noise impacts during the construction phases of the proposed project:<br><br>• Use noise control devices, such as equipment mufflers, enclosures, and barriers.<br><br>• Erect a temporary sound barrier of no less than six feet in height around the construction site perimeter before commencement of construction activity. This barrier shall remain in place throughout the construction period.<br><br>• Stage construction operations as far from noise sensitive uses as possible. | Although implementation of the construction mitigation measures will reduce noise impacts, construction noise impacts will remain significant and unavoidable. This impact will be short-term and temporary, lasting the duration of the construction period. |

| Project Impacts | Mitigation Measures | Impacts After Mitigation |
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| increase of 3,442 daily vehicle trip ends. As such, the greatest impacts are anticipated to occur at sensitive receptor locations adjacent roadways substantially affected by the proposed project. As shown in **Table 29**, **below**, the project is anticipated to increase the CNEL by 1 dBA at most receptor locations and have a negligible effect at others. More importantly, the CNEL would remain within the "conditionally acceptable" range of 55 - 70 dBA for residential neighborhoods as defined by the California Department of Health Services' Office of Noise Control (DHS). Thus, operational noise impacts resulting from implementation of the Proposed Project would have a less-than-significant impact on noise sensitive uses.<br><br>The Proposed Project has a potential to generate "nuisance noise" from day-to-day activities. Noise impacts associated with the Town Square area of the project, with increase pedestrian activity and outdoor dining facilities, would be limited because the area would be mostly enclosed by surrounding buildings. In addition, the existing City Noise Ordinance places restrictions on allowable duration, frequency, and time of day that nuisance noise events can take place. Therefore, no significant impacts associated with nuisance noise are anticipated from project operations. | • Avoid residential areas when planning haul truck routes.<br><br>• Maintain all sound-reducing devices and restrictions throughout the construction period.<br><br>• When feasible, replace noisy equipment with quieter equipment (for example, a vibratory pile driver instead of a conventional pile driver and rubber-tired equipment rather than track equipment).<br><br>• When feasible, change the timing and/or sequence of the noisiest construction operations to avoid sensitive times of the day.<br><br>• Adjacent residents shall be given regular notification of major construction activities and their duration.<br><br>• A sign, legible at a distance of 50 feet, shall be posted on the construction site identifying a telephone number where residents can inquire about the construction process and register complaints. | |
| **POLICE PROTECTION** | | |
| Implementation of the proposed project will result in increased activity on the project site, which could create a greater demand for police protection services. The Civic Center portion of the project will involve reconstructing the existing Police and Fire Department Facilities. The new Public Safety | • Prior to the issuance of building permits, project site plans should be subject to review by the MBPD and MBFD. All recommendations made by the MBPD and MBFD relative to public safety (e.g. emergency access) should be incorporated into conditions of project approval | Project impacts on public safety would be less than significant before and after mitigation. |

| Project Impacts | Mitigation Measures | Impacts After Mitigation |
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| Facility will include the following police serving functions; improved service areas to enhance service to residents and visitors, additional room for current and future crime fighting technologies and crime prevention programs, and an underground firing range.<br><br>With an increased on-site population, demands upon police services are naturally expected to increase to some extent. However, because the commercial project will be developed adjacent to the Public Safety Facility, the response time would be immediate should an emergency arise on site or within the immediate project vicinity. In addition, the level of police presence on site would in itself deter criminal activities. According to MBPD, the proposed project would not have a negative impact on police response times. The project would incorporate police protection features into the site design (e.g., lighting, landscaping, building design, etc.). It is not anticipated that the increase in the number of employees and visitors associated with the project would substantially increase the requirement for services from the MBPD.<br><br>Parking is proposed to be provided on-grade and below grade for Police Department, Fire Department and Public Library functions, and for Civic Center public and staff. The subterranean parking garage(s), which due to limited visibility from the general public at street level, could increase the risk to public safety. The project's subterranean parking has been a major consideration throughout the design and planning phases of the proposed project. However, it is one that can be | (i.e., Master Use Permit or Development Agreement).<br><br>• Prior to the approval of the final site plan and issuance of each building permit, the project applicant shall submit plans to the MBPD for review and approval for the purpose of incorporating safety measures in the project design, including the concept of crime prevention through environmental design (i.e., building design, circulation, site planning, and lighting of parking structure and parking areas). Design considerations should include an evaluation of electronic surveillance systems, emergency call boxes and lighting systems in addition to architectural elements that allow direct vertical and horizontal views outside of the structure.<br><br>• The provision of an on-site valet attendant and/or patrol by private security officers during operation of the project shall be considered at peak parking demand times, as needed. This mitigation measure shall be incorporated into the conditions of project approval (i.e., Master Land Use Permit or Development Agreement) at the discretion of the City Council. | |

| Project Impacts | Mitigation Measures | Impacts After Mitigation |
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| mitigated through heightened security measures during the on-going operation of the project. Therefore, project impacts on police protection service would be less than significant. | | |
| **RISK OF UPSET** | | |
| Historical soil contamination on the proposed Metlox site has been remediated, and a closure report has been issued for the site. The project site is not located on the UST Cleanup Fund Program Revised Priority List or the Leaking Underground Storage Tank Information System (LUSTIS) List that records sites known to generate, store, or be contaminated with hazardous materials.<br><br>Due to the age of the Civic Center buildings being demolished, ACMs, lead based paint, and PCBs may be located in the existing structures. Should on-site structures containing such materials be demolished or renovated without proper stabilization and/or removal methods in accordance with applicable laws and regulations, ACMs, lead based paint, and PCBs could potentially be released into the environment which could represent a significant environmental impact.<br><br>The MBFD utilizes an above ground storage tank (AST), containing diesel which is used to fuel the department's vehicles. This AST would be removed during demolition of the existing on-site uses and replaced during project construction. The AST would be handled in compliance with all applicable rules and regulations to ensure risk of upset is minimized. | Potential impacts associated with the release of potentially hazardous substances during demolition activities can be mitigated to a level of insignificance by the following mitigation measure:<br><br>• Comprehensive surveys for asbestos containing materials (ACMs), lead based paint, and Poly Chlorinated Biphenyls (PCBs) shall be conducted by a registered environmental assessor for each existing on-site structure to be demolished or renovated under the proposed project. ACMs, lead based paint, or PCBs found in any structures shall be stabilized and/or removed and disposed of in accordance with applicable laws and regulations including, but not limited to, SCAQMD Rule 1403 and Cal OSHA requirements. | With implementation of the listed mitigation measure, project impacts regarding risk of upset would be reduced to levels of insignificance. |

| Project Impacts | Mitigation Measures | Impacts After Mitigation |
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| With the exception of common household cleaning solvents and supplies, the proposed project does not include the use, storage, creation or disposal of large quantities of hazardous materials. The storing and or using of such materials in small quantities would be adequately reduced to acceptable levels of safety via continued compliance with federal, state and local regulations. | | |
| **TRANSPORTATION / CIRCULATION** | | |
| The Project Traffic Study assessed project-related traffic impacts during three representative time periods out of the year: AM/PM peak hour winter weekdays; AM/PM peak hours summer weekdays; and Saturday/Sunday summer weekends. Project impacts for each of these time periods is summarized as follows:<br><br>**Winter Weekdays.** The proposed project would result in significant traffic impacts during winter weekdays at the following three intersections:<br><br>▪ Highland Avenue and 15th Street (PM peak hour),<br><br>▪ Highland Avenue and 13th Street (PM peak hour), and<br><br>▪ Manhattan Beach Boulevard and Sepulveda Boulevard (PM peak hour).<br><br>During the winter months, the addition of project volumes would result in a level of service change at three additional intersections. The incremental change in the CMA value for those intersections, however, is minimal and the impact is not | The following traffic mitigation measures are intended to address project impacts, as well as improve traffic conditions throughout the area.<br><br>▪ **Highland Avenue & 15th Street** -Widen Highland Avenue north of 15th Street and remove on-street parking to provide a southbound right-turn only lane. This improvement would be subject to the approval of the City Council.<br><br>▪ **Highland Avenue & 13th Street** -Install a two-phase signal at this intersection if warranted based on actual traffic counts taken after the project is developed. The implementation of peak-hour southbound left-turn restrictions at this intersection is another option to mitigate project impacts as this restriction would improve traffic flow through this intersection, as it would reduce northbound through and southbound left-turn conflicts, and allow for the free flow of southbound traffic. In addition, the conversion of 13th Street to a one-way eastbound scheme is another option. | With implementation of the mitigation measures, no unavoidable significant impacts would occur during the Winter Weekday time period. However, significant impacts are expected to remain at one intersection during summer weekdays (i.e., at Manhattan Beach Boulevard and Valley Drive/Ardmore Avenue) and one intersection during summer Sundays (i.e., Manhattan Beach Boulevard at Highland Avenue).<br><br>It should be noted that no unavoidable significant traffic impacts are expected to occur during the winter weekdays, which constitutes over ¾ (or approximately 75%) of the time period throughout the year. The unavoidable traffic impacts are only expected to occur on a seasonal basis during summer months when the City of Manhattan Beach naturally experiences increased traffic volumes associated with summer beach trips. |

| Project Impacts | Mitigation Measures | Impacts After Mitigation |
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| considered to be significant. The level of service will remain the same at all other study intersections during winter weekdays.<br><br>**Summer Weekdays.** During summer weekdays, the project would result in significant impacts at the following two intersections:<br><br>▪ Highland Avenue and 15th Street (PM peak hour), and<br>▪ Manhattan Beach Boulevard and Valley Drive/Ardmore Avenue (AM & PM peak hours).<br><br>The addition of project volumes would also result in the level of service change at five additional intersections. The incremental change in the CMA value for those intersections, however, is minimal and the impact is not considered to be significant.<br><br>**Summer Weekends.** During summer weekends the project would result in significant traffic impacts at the following four intersections:<br><br>▪ Highland Avenue and 15th Street (AM & PM peak hours),<br>▪ Manhattan Beach Boulevard and Highland Avenue (PM peak hour),<br>▪ Manhattan Beach Boulevard and Valley Drive/Ardmore Avenue (PM peak hour), and | ▪ **Highland Avenue and Manhattan Beach Boulevard** – Potential mitigation measures for this impact require the widening of the roadway to provide for additional capacity. This widening requires the acquisition of additional right-of-way and the removal of existing amenities. This improvement would be subject to the approval of the City Council as it may not be feasible.<br><br>▪ **Manhattan Beach Blvd. & Sepulveda Blvd.** -Contribute to the installation of dual left-turn lanes in the northbound and eastbound directions.<br><br>▪ **Manhattan Beach Blvd. & Valley Drive/Ardmore Ave.** -Install a dual southbound left-turn lane at this intersection at such a time that two left turn lanes are warranted based on actual traffic counts. | |

| Project Impacts | Mitigation Measures | Impacts After Mitigation |
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| ▪ Manhattan Beach Boulevard and Sepulveda Boulevard (AM & PM peak hours).<br><br>The addition of project volumes would also result in the level of service change at the following five additional intersections. However, the incremental change in the CMA value for those intersections is minimal and the impact is not considered to be significant.<br><br>**Neighborhood Traffic.** No significant traffic impacts are expected on the neighborhood streets surrounding the project site. Alternative "cut-though" routes in the immediate project vicinity east of the project site are confusing and do not provide an attractive or easier alternative to main travel routes. The neighborhood streets surrounding the project site to the east are located on terrain with multiple elevation changes and narrow roadways which do not facilitate a clear "cut through" path towards the project site.<br><br>**Regional Transportation System.** Traffic impacts at the nearest CMP intersections, Sepulveda Boulevard and Rosecrans Avenue, and the Pacific Coast Highway and Artesia Boulevard/Gould Avenue, fall well below the 50-trip threshold requiring an analysis. In addition, no more than 20 project peak-hour trips in one direction are expected to be added to any freeway mainline segment, which is significantly less than the 150-trip threshold requiring an analysis. Therefore, no further CMP analysis was performed.<br><br>**Parking Availability**. Parking for the project will be provided within subterranean parking garage(s) beneath the Civic Center and Metlox sites, with additional spaces provided above ground. The proposed parking structures will serve both developments as well as provide additional parking for | **Parking.** Although the proposed project will meet the shared parking demand anticipated for the planned development, the | |

| Project Impacts | Mitigation Measures | Impacts After Mitigation |
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| the downtown Manhattan Beach area. In total, at least 562 parking spaces will be provided on site, of which 446 would be available for use by the public.<br><br>The shared parking analysis indicates that the project would produce a peak (maximum) parking demand of approximately 528 spaces at about 2:00 PM on "winter" weekdays. Peak summer weekday parking would occur at noon, but would be less at approximately 511 spaces. As the shared parking demand analysis indicates, the 562 parking spaces proposed by the project will provide sufficient parking on-site to meet its expected maximum parking demands, even though it does not provide Code-required parking. Further, the site will provide an excess of 300 parking spaces available for public parking during the most critical time period for the area, Summer Weekends. No significant parking impacts are anticipated to occur with development of the project. | following parking mitigation measures are recommended to further increase parking availability and reduce traffic congestion on the project site and to promote shared parking within the Downtown Commercial District:<br><br>▪ Valet parking operations should be considered during peak demand times, as needed. Valet parking operations should utilize tandem parking methods within the parking garage(s) to increase parking availability for the project site.<br><br>▪ Employee parking programs shall be considered for the Metlox commercial establishments to alleviate the parking demands within the Downtown Commercial District. Potential mitigation options include the consideration of satellite parking programs and/or providing tandem parking stalls designated for employees only. | |
| **HYDROLOGY/WATER QUALITY** | | |
| Grading and excavating activities during construction would have the potential to result in soil erosion or discharge of sedimentation, which could degrade the quality of water in the Santa Monica Bay. All construction activities for the project would be required to implement effective BMPS to minimize water pollution to the maximum extent practicable. As required by law, final drainage plans would be required to provide structural or treatment control BMPs to mitigate (infiltrate or treat) storm water runoff using the methods discussed previously in this Section. Mandatory compliance with such requirements would ensure BMPs would be implemented during the construction phase to effectively minimize excessive soil erosion and sedimentation and | • The project shall comply with the requirements of the National Pollution Discharge Elimination System (NPDES) General Permit for stormwater discharge. Such compliance shall include submittal of a drainage plan to the City of Manhattan Beach Department of Public Works in accordance with the minimum applicable requirements set forth in the Los Angeles County Standard Urban Stormwater Mitigation Plan (SUSMP).<br><br>• Design criteria for the project should, to the extent feasible, minimize direct runoff to the adjacent streets and | With implementation of the mitigation measures listed above, project impacts on hydrology (surface water runoff and drainage) and water quality would be less than significant. |

| Project Impacts | Mitigation Measures | Impacts After Mitigation |
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| eliminate non-storm water discharge off-site. BMPs are included as project mitigation measures to ensure potentially significant impacts would be reduced to less than significant levels. Therefore, project impacts on water quality resulting from erosion and siltation would be less than significant.<br><br>Operation of the proposed project would generate substances that could degrade the quality of water runoff. The washing and cleaning of restaurant equipment/accessories outdoors and the deposition of certain chemicals by cars on parking lot surfaces could have the potential to contribute metals, oil and grease, solvents, phosphates, hydrocarbons, and suspended solids to the storm drain system. However, impacts to water quality would be reduced since the project must comply with water quality standards and wastewater discharge requirements. Compliance with existing regulations would reduce the potential for water quality impacts to a less than significant level.<br><br>Development of the proposed project would increase the amount of impervious surface on the site by approximately 20 percent. The additional stormwater entering the drainage system is anticipated to result in an increase comparable to the increase in impervious surface area of the site. This increase is not anticipated to significantly impact the capacity of the storm drain infrastructure serving the project locale. According to the Public Works Department, the storm drain system serving the site could accommodate this increase. Thus, project impacts on storm drain system capacity would be less than significant. | alleys by directing runoff from roofs and impervious surfaces to landscaped areas. In addition to reducing runoff volumes, due to infiltration into the soil, landscaped areas may also filter some pollutants from stormwater, such as particulate matter and sediment. | |