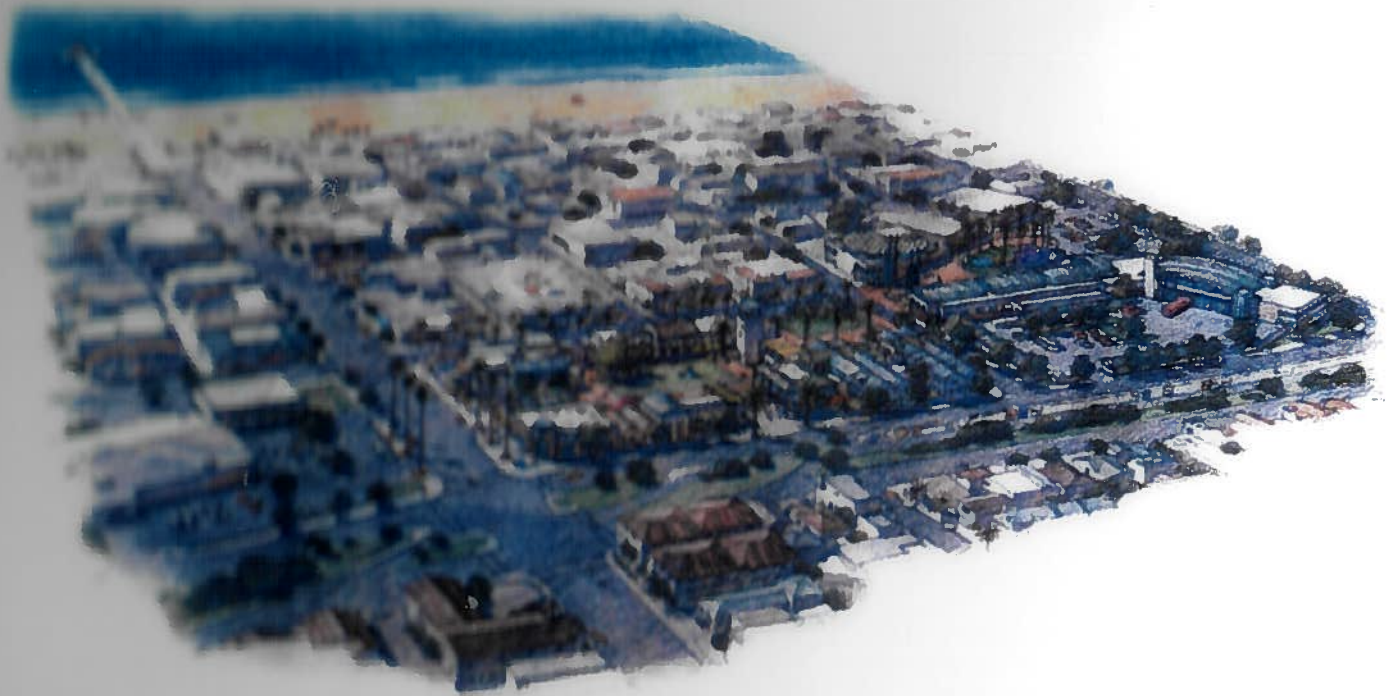


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FINAL ENVIRONMENTAL IMPACT REPORT



City of Manhattan Beach

CIVIC CENTER/METLOX DEVELOPMENT

Christopher A. Joseph & Associates
environmental planning and research

February 2001

State Clearinghouse No. 99121090

**CITY OF MANHATTAN BEACH
CIVIC CENTER/METLOX DEVELOPMENT PROJECT**

FINAL ENVIRONMENTAL IMPACT REPORT

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February 2001

Prepared for:

**City of Manhattan Beach
Community Development Department**
1400 Highland Avenue
Manhattan Beach CA, 90266

Prepared by:

Christopher A. Joseph & Associates
environmental planning and research

11849 W. Olympic Blvd., Suite 101 • Los Angeles, CA 90064
Phone (310) 473-1600 • Fax (310) 473-9336 • e-mail cajaeir@cajaeir.com

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I. INTRODUCTION

In accordance with the City of Manhattan Beach Guidelines for implementation of the California Environmental Quality Act (CEQA) and Sections 15088, 15089, and 15132 of CEQA, the City of Manhattan Beach has prepared this Final Environmental Impact Report (FEIR) for the Civic Center/Metlox Development Project.

LOCATION

The project site is located in the City of Manhattan Beach, within the south bay area of the County of Los Angeles. More specifically, the site is comprised of two contiguously adjoined parcels; one within the City's Civic Center property and the adjoining parcel within the Downtown Commercial District. The entire project site is generally defined by 15th Street on the north, Valley Drive on the east, Manhattan Beach Boulevard on the south, and Highland Avenue and Morningside Drive on the west.

SUMMARY OF PROPOSED PROJECT

The proposed Civic Center/Metlox Development consists of a partial redevelopment of the Civic Center site including the demolition and reconstruction of the Police and Fire Department facilities and Public Library Building, and the new development of an adjacent mixed-use commercial project (i.e., Metlox Development). The two sites are contiguously located (north/south) and provide an opportunity to integrate the public and private developments into a single project.

Civic Center / Public Safety Facility

The Civic Center portion of the project will involve a complete demolition and reconstruction of the existing Police and Fire Department Facilities. Due to the age and condition of the existing structures, the Fire Department building (10,568 square feet) and Police Department building (20,000 square feet) will be entirely demolished and reconstructed on-site. The facilities are proposed to be replaced with a two-level (one level below grade), approximately 57,000 square foot combined Police and Fire Department public safety facility incorporating all administrative and operational functions of these departments. The net increase in developed floor area over existing conditions will be approximately 26,432 square feet. The proposed structure is intended to accommodate the spatial and modernization needs of both departments and will not involve any staffing or personnel increases.

The Civic Center also includes reconstruction of the existing Public Library building. The existing Public Library (12,100 square feet) will either be added onto or demolished and reconstructed with a new Public Library and Cultural Arts Center. Upon completion, the proposed Library and Cultural Arts Center will consist of an approximate 40,000 square foot structure with roughly 30,000 square feet for library space and 10,000 square feet for a 99-seat Cultural Arts Center. The Library will contain reference materials and periodicals for children through teens to adults, meeting and reading rooms, restrooms for the

community, and offices for staff. The Cultural Arts Center will contain a stage for live community performances, dressing rooms, lobby, offices, kitchenette, restrooms, and exhibition space.

Metlox

The Metlox project consists of a mixed-use commercial development with subterranean parking, including some above-grade surface parking on the proposed 13th Street extension. The total floor area proposed is approximately 90,000 square feet comprised of retail, restaurant, a 40-room Bed and Breakfast lodging component, and office uses. The preliminary design envisions one- and two-story buildings oriented around the streets, outdoor plazas (paseos) and a Town Square.

As identified in the Design and Development Proposal submitted to the City by the Tolkin Group, the vision for the development of the Metlox block is to create a natural extension of Downtown Manhattan Beach while sensitively making the transition from commercial uses to the adjoining residential and Civic Center uses. The Metlox development is seeking to provide a mix of local serving uses that will compliment the existing Downtown uses.

Approximately 30,000 square feet of the Metlox area is proposed to be devoted to public open space. Such space will include the Gateway Plaza, the Town Square, paseos and a sculpture garden. The Town Square will include a Lookout Tower element to offer public views of the pier, beach, ocean and other local landmarks in the Downtown area. An additional open space courtyard is proposed as a garden area for the proposed bed and breakfast inn.

An important aspect of this project is the pedestrian linkage between the Metlox Development and the Civic Center. Pedestrian circulation is designed to flow between the two sites providing a strong integration of the different land uses. Pedestrian circulation within the Metlox Development is centered around a "Town Square." This public space may have a pre-approved set of activities that could be programmed for the Town Square on a regular basis. Pedestrian circulation around the site will be provided by sidewalks located contiguous to the perimeter streets (Valley Drive, Manhattan Beach Boulevard, Morningside Drive and 13th Street).

Parking for the Civic Center portion of the development will contain 116 secure subterranean parking spaces for police and fire vehicles as well as an additional 87 spaces for Civic Center public and staff. Additional at-grade parking will provide 61 spaces for police and fire vehicles, and 86 spaces for Civic Center public and staff parking needs. The Metlox development proposes to construct at least 212 spaces for the commercial component of the project. In total, at least 562 parking spaces will be provided on site, of which 446 would be available for use by the public.

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 $\frac{3}{4}$ (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.

Construction Noise. Noise from construction-related activities are anticipated to exceed the City of Manhattan Beach exterior noise level standards at all 5 of the sensitive receptor locations. 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.

As provided by the City of Manhattan Beach Noise Ordinance, construction activities are exempt from exceeding the City's exterior community noise level standards (Ord. No. 1957, Sec. 5.48.250). However, because of the project's unique size, mix of uses, duration of construction activities, location and proximity to residential uses, the project does not represent a typical construction project within the City of Manhattan Beach. Therefore, for purposes of this analysis, the assessment of construction noise impacts was conservatively based on strict application of the community noise level standards without regard to the exemption clause of the code.

SUMMARY OF ALTERNATIVES CONSIDERED

The Draft EIR considered a range of alternatives to the proposed project to provide informed decision-making in accordance with Section 15126(d) of the CEQA Guidelines. The alternatives analyzed in the EIR include: 1) No Project Alternative; 2) Civic Center Only Alternative; 3) Metlox Development Only Alternative; 4) Reduced Density Alternative; 5) Civic Center (as proposed) With 90,000 Development (as proposed) With Increased Parking (includes a 2nd level of subterranean parking); and 6) Mixed Use Alternative.

Aside from the No Project Alternative, the Civic Center Only Alternative was identified as the environmentally superior alternative. However, although the Civic Center Alternative would avoid significant traffic impacts, this alternative fails to meet any of the project's objectives associated with the Metlox site. This alternative would only accomplish the project's objective to provide a Public Safety Facility which houses and coordinates the activities of the Police and Fire Departments in one facility. This alternative would be successful in upgrading the existing police, fire, and public library services which have become outdated and inefficient in providing the spatial and functional needs demanded by their respective services, but will not meet any of the project objectives directed towards redeveloping the former Metlox Potteries site. Moreover, this alternative fails to integrate the Civic Center site and the Metlox site with the rest of the Downtown Commercial Business District. This alternative does not provide any solution for redeveloping the Metlox site. To this extent, the environmentally superior alternative temporarily avoids any of the environmental impacts associated with redevelopment of the Metlox site.

NOTICING AND AVAILABILITY OF THE DRAFT EIR

The Draft EIR for the proposed Civic Center Metlox Development Project was prepared by the City of Manhattan Beach with the assistance of Christopher A. Joseph & Associates in October 2000. The City of Manhattan Beach Community Development Department forwarded copies of the Draft EIR as well as a Notice of Completion form to the California State Clearinghouse in Sacramento. The State Clearinghouse acknowledged receipt of the Draft EIR and established a 45-day public review period for the report beginning October 9, 2000 and closing November 22, 2000. The purpose of the 45-day review period is to provide interested public agencies, groups and individuals the opportunity to comment on the contents and completeness of the Draft EIR and to submit testimony on the possible environmental effects of the proposed project. The City of Manhattan Beach Community Development Department also posted a Notice of Availability form in the Beach Reporter on October 5, 2000, regarding the availability of the Draft EIR for the 30-day public review period.

CERTIFICATION OF THE EIR

This document, together with the DEIR, makes up the FEIR as defined in the State CEQA Guidelines Section 15132 as follows:

“The final EIR shall consist of: (a) The Draft EIR or a revision of the draft; (b) Comments and recommendations received on the Draft EIR either verbatim or in summary; (c) A list of persons, organizations, and public agencies commenting on the Draft EIR; (d) The responses of the Lead Agency to significant environmental points raised in the review and consultation process; and (e) Any other information added by the lead agency.”

The environmental review phase of a project precedes the phase which considers the project approval decision. The environmental review phase identifies the environmental impacts in compliance with

CEQA, while the project approval phase considers the range of factors (environmental, normative, preferential) relevant to the decision to approve a project. Certification of the EIR is not the same as project approval, but simply marks the end of the environmental review phase. Certification is a judgment that the EIR is a legally adequate informational document in compliance with CEQA. Only when the EIR document adequately identifies all significant environmental impacts associated with the project can it be used in the project approval phase along with consideration of other relevant factors. To approve a project, CEQA requires that either the significant impacts of the project (as identified in the EIR) be reduced to a less than significant level through the implementation of mitigation measures, or the approving body must adopt a finding of overriding considerations stating that mitigation measures are nonexistent or infeasible and thus constitute an unavoidable significant impact. The finding of overriding considerations, states, in effect, that the benefits of the project outweigh the environmental impacts that would result upon implementation of the project.

REVISED EXECUTIVE SUMMARY

Table I-1 on page I-6 presents a revised executive summary of the project impacts, mitigation measures and impacts after mitigation.

**Table I-1
Civic Center Metlox Development Project EIR
Revised Executive Summary**

Project Impacts	Mitigation Measures	Impacts After Mitigation
AESTHETICS		
<p>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.</p> <p>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 would still be available from this</p>	<ol style="list-style-type: none"> 1. 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. 2. 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. 3. Low level ambient night lighting shall be incorporated into the site plans to minimize the effects of light and glare on adjacent properties. 4. The Lookout Tower shall not exceed a maximum of 60 feet in height as measured from the base of the structure to the top of any roof or trellis-type covering. A flag pole or similar architectural feature (i.e., weather vane) shall not extend any more than ten feet above the highest roof line of the proposed structure. 5. To ensure shadows are not cast upon any shadow sensitive use during the hours of 9:00 a.m. and 3:00 p.m., the location of the Lookout Tower shall be located at least 182 feet away from any residential property line. 	<p>Project impacts on aesthetics and views would be less than significant before and after mitigation.</p>

**Table I-1
Civic Center Metlox Development Project EIR
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Project Impacts	Mitigation Measures	Impacts After Mitigation
<p>vantage, impacts were determined to be less than significant.</p> <p>With the exception of the proposed Lookout Tower, all of the proposed structures would be a maximum of 30 feet high. Given the distance between the project structures and any shadow sensitive uses and the distance of the project-related (not including the Lookout Tower) shadows, a shadow would not be cast on any shadow sensitive uses. Therefore, shadow impacts from any of the project's 30 foot high structures would be less than significant.</p> <p>The height of the proposed Lookout Tower is proposed at a maximum of 60 feet, excluding an architectural flag pole which may extend an additional 10 feet above the top of the structure. To ensure adjacent residential uses are not significantly impacted, mitigation measures are recommended to limit the size and locale of the proposed Tower.</p>		
AIR QUALITY		
<p>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.</p> <p>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</p>	<ol style="list-style-type: none"> 1. The construction area and vicinity (500-foot radius) shall be swept and watered at least twice daily. 2. Site-wetting shall occur often enough to maintain a 10 percent surface soil moisture content throughout all site grading and excavation activity. 3. All haul trucks shall either be covered or maintained with two feet of free board. 4. All haul trucks shall have a capacity of no less than 14 cubic yards. 5. All unpaved parking or staging areas shall be watered at least 	<p>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.</p>

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Civic Center Metlox Development Project EIR
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Project Impacts	Mitigation Measures	Impacts After Mitigation
<p>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.</p> <p>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.</p> <p>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.</p> <p>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</p>	<p>four times daily.</p> <ol style="list-style-type: none"> 6. Site access points shall be swept/washed within thirty minutes of visible dirt deposition. 7. On-site stockpiles of debris, dirt, or rusty material shall be covered or watered at least twice daily. 8. Operations on any unpaved surfaces shall be suspended when winds exceed 25 mph. 9. Car-pooling for construction workers shall be encouraged. 	

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Project Impacts	Mitigation Measures	Impacts After Mitigation
<p>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.</p>		
LAND USE		
<p>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 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.</p>	<p>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.</p>	<p>Land use impacts would be less than significant and no mitigation measures would be required.</p>
PUBLIC SERVICES/POLICE PROTECTION		
<p>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</p>	<p>1. 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</p>	<p>Project impacts on public safety would be less than significant before and after mitigation.</p>

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Project Impacts	Mitigation Measures	Impacts After Mitigation
<p>Center portion of the project will involve reconstructing the existing Police and Fire Department Facilities. The new Public Safety 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.</p> <p>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 for a foot response, which could be provided from officers that are on duty and at the police station, 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.</p> <p>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</p>	<p>public safety (e.g. emergency access) should be incorporated into conditions of project approval (i.e., Master Use Permit or Development Agreement).</p> <ol style="list-style-type: none"> 2. 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. 3. 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. 	

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<p>subterranean parking has been a major consideration throughout the design and planning phases of the proposed project. However, it is one that can be 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.</p>		
RISK OF UPSET		
<p>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.</p> <p>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.</p> <p>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</p>	<ol style="list-style-type: none"> 1. 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. 2. If during construction of the project, soil contamination is suspected, construction in the area should stop and appropriate Health and Safety procedures should be implemented. The Department of Toxic Substances Control (DTSC) Voluntary Cleanup Program (VCP) should be contacted at (818) 551-2866 to provide the appropriate regulatory oversight. 	<p>With implementation of the listed mitigation measure, project impacts regarding risk of upset would be reduced to levels of insignificance.</p>

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<p>upset is minimized.</p> <p>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.</p>		
TRANSPORTATION / CIRCULATION		
<p>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:</p> <p>Winter Weekdays. The proposed project would result in significant traffic impacts during winter weekdays at the following three intersections:</p> <p>Highland Avenue and 15th Street (PM peak hour), Highland Avenue and 13th Street (PM peak hour), and Manhattan Beach Boulevard and Sepulveda Boulevard (PM peak hour).</p> <p>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 considered to be significant. The</p>	<p>REQUIRED MITIGATION</p> <ol style="list-style-type: none"> 1. Prior to any construction activities, a Construction Plan shall be submitted for review and approval to the City of Manhattan Beach Public Works Department and Community Development Department. Construction Plans shall address parking availability and minimize the loss of parking for existing on-site Civic Center operations that will continue to operate throughout the construction period. To minimize potential adverse impacts upon the Downtown Commercial District construction workers shall not be permitted to park within in the adjacent public parking structures or street parking spaces. The parking plans shall provide adequate on-site parking areas for construction workers and/or consider providing additional construction parking at off-site parking lot locations and providing bussing or car-pool services to the construction site. The proposed construction plan shall designate appropriate haul routes into and out of the project area. Truck staging areas shall not be permitted on residential roadways or adjacent to any school site. 	<p>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). 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.</p>

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<p>level of service will remain the same at all other study intersections during winter weekdays.</p> <p>Summer Weekdays. During summer weekdays, the project would result in significant impacts at the following two intersections:</p> <p>Highland Avenue and 15th Street (PM peak hour), and Manhattan Beach Boulevard and Valley Drive/Ardmore Avenue (AM & PM peak hours).</p> <p>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.</p> <p>Summer Weekends. During summer weekends the project would result in significant traffic impacts at the following four intersections:</p> <p>Highland Avenue and 15th Street (AM & PM peak hours),</p> <p>Manhattan Beach Boulevard and Highland Avenue (PM peak hour),</p> <p>Manhattan Beach Boulevard and Valley Drive/Ardmore Avenue (PM peak hour), and</p> <p>Manhattan Beach Boulevard and Sepulveda Boulevard (AM & PM peak hours).</p> <p>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</p>	<ol style="list-style-type: none"> 2. Manhattan Beach Blvd. & Sepulveda Blvd. -Contribute to the installation of dual left-turn lanes in the northbound and eastbound directions. 3. 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. 4. 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. 5. The City Traffic Engineer shall conduct secondary “post-project” traffic assessments at the intersections of Highland Avenue & 13th Street, and Manhattan Beach Boulevard & Valley Drive/Ardmore Avenue to determine the actual traffic impacts of the proposed project. Should the results of this assessment verify significant impacts are realized, the mitigation measures recommended in the Draft EIR, or measures of equivalent effectiveness shall be implemented. 6. An employee parking program shall be required for the Metlox commercial establishments to alleviate the parking demands within the Downtown Commercial District. Potential mitigation options may include satellite parking programs and/or providing tandem parking stalls designated 	

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Project Impacts	Mitigation Measures	Impacts After Mitigation
<p>impact is not considered to be significant.</p> <p>Neighborhood Traffic. No significant traffic impacts are expected on the neighborhood streets surrounding the project site. Alternative "cut-through" 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.</p> <p>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.</p> <p>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 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.</p> <p>The shared parking analysis indicates that the project</p>	<p>for employees only.</p> <p>DISCRETIONARY CONDITIONS OF APPROVAL</p> <ol style="list-style-type: none"> 7. 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. 8. 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. <p>RECOMMENDED MITIGATION MEASURES</p> <ol style="list-style-type: none"> 1. 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. 	

**Table I-1
Civic Center Metlox Development Project EIR
Revised Executive Summary**

Project Impacts	Mitigation Measures	Impacts After Mitigation
<p>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. 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.</p>		
HYDROLOGY/WATER QUALITY		
<p>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 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,</p>	<ol style="list-style-type: none"> 1. 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). 2. Design criteria for the project should, to the extent feasible, minimize direct runoff to the adjacent streets and 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. 3. Commercial trash enclosures must be covered so that rainwater cannot enter the enclosure and the trash enclosure 	<p>With implementation of the mitigation measures, project impacts on hydrology (surface water runoff and drainage) and water quality would be less than significant.</p>

**Table I-1
Civic Center Metlox Development Project EIR
Revised Executive Summary**

Project Impacts	Mitigation Measures	Impacts After Mitigation
<p>project impacts on water quality resulting from erosion and siltation would be less than significant.</p> <p>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.</p> <p>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.</p>	<p>must be connected to the sanitary sewer system.</p>	
NOISE		
<p>Construction activities require the use of numerous noise generating types of equipment such as jackhammers, pneumatic impact equipment, saws, and tractors. To</p>	<p>1. Use noise control devices, such as equipment mufflers, enclosures, and barriers.</p>	<p>Although implementation of the construction mitigation measures will reduce noise impacts, construction noise impacts will remain significant</p>

**Table I-1
Civic Center Metlox Development Project EIR
Revised Executive Summary**

Project Impacts	Mitigation Measures	Impacts After Mitigation
<p>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.</p> <p>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 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. 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.</p> <p>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</p>	<ol style="list-style-type: none"> 2. 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. 3. Stage construction operations as far from noise sensitive uses as possible. 4. Avoid residential areas when planning haul truck routes. 5. Maintain all sound-reducing devices and restrictions throughout the construction period. 6. 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). 7. When feasible, change the timing and/or sequence of the noisiest construction operations to avoid sensitive times of the day. 8. Adjacent residents shall be given regular notification of major construction activities and their duration. 9. 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. 10. An annual City permit in accordance with Chapter 4.20 of the MBMC shall be required prior to the installation/setup of any temporary, or permanent, PA or sound system. 11. The maximum allowable sound level shall be in conformance with Chapter 5.48 of the MBMC. 12. Based on a review of construction documents prepared for the 	<p>and unavoidable. This impact will be short-term and temporary, lasting the duration of the construction period.</p>

**Table I-1
Civic Center Metlox Development Project EIR
Revised Executive Summary**

Project Impacts	Mitigation Measures	Impacts After Mitigation
<p>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.</p>	<p>proposed project, a licensed acoustical engineer shall determine the type of construction materials for the Bed and Breakfast Inn (i.e., window, door, wall insulation material, weather-stripping, etc.) to ensure an interior noise level of no greater than 45 dBA (Leq) when sirens are in use. A Certificate of Occupancy shall not be issued for the proposed Inn until the 45 dBA (Leq) interior noise level performance standard, when sirens are in use, is met.</p>	

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II. ADDITIONS AND CORRECTIONS TO THE DRAFT EIR

The following additions and corrections are set forth to update the Draft EIR in response to the comments received during the public review.

II. EXECUTIVE SUMMARY

Page 18, Table 1, Civic Center Metlox Development Project EIR, Executive Summary, this table shall be revised and amended as provided in Table 1 of this Final EIR (*see Section I., Introduction of the Final EIR on page I-6*).

III. PROJECT DESCRIPTION

Page 32, Civic Center Public Safety Facilities, the third sentence of the first paragraph of this subsection shall be revised as follows:

“The facilities are proposed to be replaced with a two-level (one level below grade), approximately 57,000 square foot combined Police and Fire Department Public Safety Facility incorporating all administrative and operational functions of the City’s Police Department and Fire Station No.1.”

Page 36, Under the Metlox Subheading continued from the previous page, insert the following paragraph after the third complete paragraph:

“The proposed project includes an architectural design feature in the form of a Lookout Tower to provide the general public with views of the pier, beach, ocean and other local landmarks in the Downtown area. The proposed Lookout Tower structure is conceptually envisioned to be a structure with an approximate base of 20 feet by 20 feet extending to a maximum height of 60 feet. A flag pole or similar architectural feature (i.e., weather vane) is proposed as a additional feature to add to the small town atmosphere of the Downtown District. Although the preliminary architectural illustrations of the project depicted in the Draft EIR are subject to refinement and are provided as conceptual illustrations at this time, the general aesthetic design is depicted in Figures 6, 7, 20 and 21 on pages 34, 37, 64, and 65.”

IV. OVERVIEW OF ENVIRONMENTAL SETTING

Page 43, Existing Environmental Conditions, Civic Center, the first sentence of the first paragraph has been revised to read as follows:

“The City’s 1997 population is approximately 34,000 with an area of 3.88 square miles. [with footnote: *Source: City of Manhattan Beach Official Website: Visitor information, Manhattan Beach Facts: <http://www.ci.manhattan-beach.ca.us/home/index1.htm>, January 30, 2001.*]”

Page 43, Existing Environmental Conditions, Civic Center, the last sentence of the fifth paragraph has been revised to read as follows:

“The needs assessment prepared for the MBFD has identified a need for approximately 16,250 total square feet of functional support space.”

V. ENVIRONMENTAL IMPACT ANALYSIS

V.A. AESTHETICS/VIEWS

Page 63, add the following discussion after the last paragraph:

“With regard to potential shade and shadow impacts, the proposed project will not impact any sensitive shadow receptors. Shadow impacts are normally considered significant if shadow sensitive uses are shaded by project structures for more than three hours between the hours of 9:00 a.m. and 3:00 p.m. The nearest sensitive shade and shadow receptors to the proposed project site are residential structures along the east side of Ardmore Avenue and the north side of 15th Street. The residential structures along Ardmore are separated from the project site by Valley Drive, a raised median that is improved with a parking lot and landscaped parkway, and Ardmore Avenue. The total distance separating the project site from the residences on Ardmore Avenue (from property line to property line) is over 115 linear feet. These residential structures are topographically situated approximately 10 feet higher than the project site. The residential structures located on the north side of 15th Street are located over 100 feet away from the existing Fire and Police Station buildings.

With the exception of the proposed Lookout Tower, all of the proposed structures would be a maximum of 30 feet high. The longest shadow that could be cast from a 30 foot high structure would be approximately 91 feet in an eastward direction.¹ Given the distance between the project structures and any shadow sensitive uses and the distance of the project-related (not including the Lookout Tower) shadows, a shadow would not be cast on any shadow sensitive uses. Therefore, shadow impacts from any of the project’s 30 foot high structures would be less than significant.

The height of the proposed Lookout Tower is proposed at a maximum of 60 feet, excluding an architectural flag pole which may extend an additional 10 feet above the top of the structure. Because the site plan is conceptual at this time and may include slight variations prior to final approval, the exact location of the Lookout Tower structure can not be determined and evaluated at this time. However, a shadow envelop can be assessed to ensure shadows are not cast on adjacent shadow sensitive uses between 9:00 a.m. and 3:00 p.m. on any day. Using the shadow characteristics discussed above, the maximum shadow lengths from a 60 foot structure would be approximately 182 feet during the winter solstice. To ensure adjacent residential uses are not significantly impacted by shadows cast by the proposed Lookout Tower, mitigation measures are recommended to limit the size and locale of the proposed Tower (see added mitigation measures to Draft EIR page 74, below). With implementation of these measures, shade and shadow impacts would be less than significant.”

Page 67, View No. 4, revise the fourth sentence from the end to read as follows:

“The Lookout Tower, which is proposed to be approximately 20 by 20 feet at its base extending up to 60 feet in height, may be partially visible from this location to the right (or north) of 12th Street, though its visibility would likely be hindered by the palms that currently occur along the north side of 12th Street.”

Page 74, Mitigation Measures, add the following mitigation measures to ensure potential project-related shadows do not significantly impact adjacent residential properties:

- “The Lookout Tower shall not exceed a maximum of 60 feet in height as measured from the base of the structure to the top of any roof or trellis-type covering. A flag

¹ Based on the Winter Solstice (December 22) shadow multiplier of 3.03 times the height of the structure (Shadow bearing: 45 degrees East). City of Los Angeles Draft CEQA Thresholds Guide, Section L3 Shading, Exhibit L.3-1. 1995

- pole or similar architectural feature (i.e., weather vane) shall not extend any more than ten feet above the highest roof line of the proposed structure.
- To ensure shadows are not cast upon any shadow sensitive use during the hours of 9:00 a.m. and 3:00 p.m., the location of the Lookout Tower shall be located at least 182 feet away from any residential property line.”

V.C LAND USE

Page 98, Project Impacts, third complete paragraph, revise the third sentence from the end of the paragraph to read as follows:

“The Town Square will include a Lookout Tower element, at a height not to exceed 60 feet.”

Page 101, second paragraph, revise the second sentence to read as follows:

“The Tower Element, proposed at a height not to exceed 60 feet, will require approval of a height variance or other discretionary approval.”

Page 100, Consistency with the Zoning Code and LCP, add Table II-1, City of Manhattan Beach LCP Policies, beginning on page II-4 to this subsection of the Draft EIR.

V.D PUBLIC SERVICES/POLICE PROTECTION

Page 104, Environmental Setting, the second and third sentence of the first paragraph have been revised to read as follows:

“The site is served by the MBPD located at 420 15th Street, which has a staff of 99 full-time and 25 part-time employees and volunteers. This includes 67 sworn officers.”

**Table II-1
City of Manhattan Beach LCP Policies**

LCP Policy	Project Analysis
Parking and Traffic	
Policy II.B.5: Development of the former Metlox site shall provide the parking necessary to meet the standards set forth in Section A.64 of Chapter 2 of the Implementation Plan. All required parking shall be provided on the Metlox site.	Section A.64.40 of the LCP provides for the collective provision of parking for sites that serve one or more uses. Consistent with this provision, the parking analysis presented in the Draft EIR was based on a shared parking demand analysis that considered the total demand and available parking between the Metlox and Civic Center sites together. The shared parking demand analysis indicates that the 562 total parking spaces proposed by the project (for both Civic Center and Metlox sites) will provide sufficient parking to accommodate all of the uses proposed. Additionally, the analysis concluded that the project will provide an excess of 300 spaces for the public during the most critical time period for the area, Summer weekends. Therefore, parking on the Metlox site will be substantially in conformance with the Code (A.64, Ch 2) and is consistent with LCP policies II.B.5, I.C.1 and I.C.2.
Policy I.C.1: The city shall maintain and encourage the expansion of commercial district parking facilities necessary to meet demand requirements.	
Policy I.C.2: The City shall maximize the opportunities for using available parking for weekend beach use.	
Policy I.C.17: Provide signing and distribution of information for use of the Civic Center parking for beach parking on weekend days.	The City currently maintains a signage program to inform the public of available parking areas within the City, especially within the Downtown and coastal access areas. Directional aides and signs are located throughout the Coastal Zone at locations such as 45 th Street and Highland Avenue, 24 th Street and Highland Avenue and the Civic Center Area. The existing signage in the project vicinity will be updated accordingly during the construction period and again during the operation of the project to direct visitors to appropriate public parking lot entrances on the Civic Center and Metlox sites. Therefore the project would be consistent with LCP policies 1.C.17 and 1.B.7.
Policy 1.B.7: The City shall provide adequate signing and directional aides so that beach goers can be directed toward available parking.	
Policy 1.C.8: Use of existing public parking, including, but not limited to, on-street parking, the El Porto beach parking lot, and those parking lots indicated on Exhibit #9, shall be protected to provide public beach parking.	The Civic Center Metlox project site does not include any parking areas that serve as primary parking lots for beach parking. Therefore the project will not eliminate parking spaces within beach parking lots within the City and would be consistent with this policy.
Policy 1.C.10: Concentrate new parking in the Downtown Commercial District to facilitate joint use opportunities (office and weekend beach parking uses).	As discussed above, the parking demand analysis and parking program for the proposed project is based on a shared parking concept between the Civic Center and Metlox uses. In addition to all of the Civic Center uses, the office component of the Metlox project provides additional parking availability on weekends as those uses typically operate on weekdays only. In addition the Draft EIR estimated that roughly 300 surplus parking spaces would occur during summer weekends, the highest demand for beach parking. In this regard the proposed project will provide additional parking for the downtown area and beach uses and would be consistent

LCP Policy	Project Analysis
Parking and Traffic	
	with LCP policy 1.C.10.
Policy 1.C.16: Improve information management of the off-street parking system through improved signing, graphics and public information maps.	As discussed above, the City’s existing signage program will be updated as the project is constructed. The Town Square envisioned for the Metlox property will also provide public information areas that will be used to provide useful information to the public regarding parking availability and other public programs within the City.
Policy 1.C.3: The City shall encourage additional off-street parking to be concentrated for efficiency relative to the parking and traffic system.	The proposed project will accommodate the anticipated parking demands of the proposed Civic Center and Metlox uses in on-site underground parking structures. As such the project would be consistent with this policy.
<p>Policy 1.A.2: The City shall encourage, maintain and implement safe and efficient traffic flow patterns to permit sufficient beach and parking access.</p> <p>Policy 1.A.1: The City shall maintain the existing vertical and horizontal accessways in the Manhattan Beach Coastal Zone.</p>	No public roads or accessways will be blocked by the proposed project. Rather, the project proposes to dedicate a 13 th Street extension through the property to provide through access between Morningside Drive and Valley Drive. This improvement is expected to improve traffic circulation on the surrounding roadways. In addition, several access driveways for the proposed parking structures are proposed to facilitate ingress and egress to the site and to provide efficient traffic flow through the area. As such the project is consistent with these policies.
Policy 1.A.3: The City shall encourage 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 walk streets and public open spaces).	The proposed project will not eliminate any public park or recreation areas and will not impact the jogging trail along Valley Drive and Ardmore Avenue. Rather, the project proposes a town square element within the Metlox Block concept design and will increase public gathering areas and pedestrian access throughout the Civic Center and Metlox sites. In this regard the project will encourage pedestrian activity around and directly through the project site. The proposed dedication of 13 th Street will further improve pedestrian access to the beach as it will provide additional access points through the downtown area from the adjacent neighborhoods to the east.
Policy 1.A.4: The City shall maintain use of commercial alleys as secondary pedestrian accessways.	
Policy 1.B.3: The City shall encourage pedestrian and bicycle modes as a transportation means to the beach.	
Policy II.A.2: Preserve the dominant 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 project includes a series of one and two story buildings that will be constructed at a maximum height of 30 feet. A variance from the code will be required for the Tower Element, which is expected to exceed the 30 foot height requirement. This element, however, will provide a public lookout tower, providing additional public views of the beach and overlooking the entire Downtown area. No commercial uses will occupy this lookout feature. In this regard, the Tower Element is a public feature that will add to the character of the town square by creating a focal point for the site as an entryway to the Downtown area, and would be substantially consistent with this policy.
Policy II.A.3: Encourage the maintenance of	The Metlox and Civic Center projects incorporate a high

LCP Policy	Project Analysis
Parking and Traffic	
commercial area orientation to the pedestrian.	degree of pedestrian oriented streetscapes and designs to integrate the two properties. The project will include a 13 th Street dedication with two sidewalk areas to facilitate additional pedestrian flows. The project will also provide increased areas for pedestrian sidewalks along Valley Drive and Manhattan Beach Boulevard. As such, the project will be consistent with this policy.
Policy II.A.7: Permit mixed residential/commercial uses on available suitable commercial sites.	The proposed project does not include any residential uses. A residential condominium project was previously proposed for the Metlox project site. However, it was previously decided that such a use was an inappropriate use for the project site given the sites location within the Downtown Commercial District. Because of the Metlox property's unique location adjacent to the Civic Center and its orientation relative to Manhattan Beach Boulevard, the project site has the potential to provide an entryway to the Downtown District and integrate as a public/private mixed-use project that will integrate with the Civic Center uses. As such, developing a mixed-use residential project would not be a suitable use for the Metlox site.

LCP Policy	Project Analysis
Parking and Traffic	
<p>Policy III.3: The City should continue to maintain and enforce the City ordinances that prohibit unlawful discharges of pollutants into the sewer system or into the tidelands and ocean. (Title 5, Chapter 5, Article 2; Chapter 8).</p> <p>Policy III.14: City Storm Water Pollution Abatement Program: The City of Manhattan Beach has initiated a storm water pollution abatement program that involves not only several of the City departments working together, but also the other cities in the Santa Monica Bay watershed. The initial action plan was to create a new ordinance regarding illegal dumping to catch basins and the storm drain systems. In the process it was found that a number of ordinances already exist on the books that cover most of the original concerns. It was determined that those significant codes contain strong enforcement capabilities and that the present city staff needs to be educated and made aware of those existing codes, some of which date back to the 1920's but are still enforceable. The program is to develop codes and building standards to implement the Good Housekeeping requirement and the Best Management Procedures of the Santa Monica Bay Restoration Project Action Plan, educate staff, eliminate potential loopholes within the existing code sections, and initiate supplemental ordinances regarding storm water pollution abatement giving the County the right to prosecute polluters to the County storm drain system (a requirement of the Santa Monica Bay storm way discharge permit).</p>	<p>Water quality is addressed in the Draft EIR (<i>see Section V.G Hydrology/Water Quality of the Draft EIR beginning on page 161</i>). As discussed in the project analysis, the project will be required to comply with all applicable water quality ordinances and will be subject to a NPDES and SUSMP permit procedures for stormwater discharge. Mitigation Measures have been recommended to minimize direct runoff to the adjacent streets and alleys by directing runoff from roofs and impervious surfaces to landscaped areas. In addition, in response to comments on the Draft EIR submitted by the City of Manhattan Beach Department of Public Works Department (<i>See Response to Comment 7.2</i>) additional storm water protection mitigation measures have been added to screen and channel water runoff away from commercial trash receptacle bins. Implementation of such measures will further reduce the project's less than significant impacts upon water quality. As such, the project will be consistent with LCP policies III.3 and III.4, relative to water quality.</p>

V.E. RISK OF UPSET

Page 109, Environmental Setting, Civic Center Site, add the following information to the end of the first paragraph:

“The Fire Department is also responsible for the collection, temporary storage, and proper disposal of small quantities of some materials that are regulated under hazardous materials statutes. These include the cleanup materials used to absorb small amounts of oil or gasoline from streets and small quantities of oil, paint, etc., that are surreptitiously abandoned on local streets and sidewalks. This process is performed in accordance with all applicable laws and ordinances, and does not pose any significant risks to the persons in or near the Civic Center Facilities.”

Page 110, Metlox Site, add the following information to the end of the first paragraph:

“The current Metlox Site was actually two separate parcels. Each of these parcels was cleaned and remediated separately and at different times, under the direct supervision of the County of Los Angeles. After testing, each parcel was issued a letter of compliance from the County.”

Page 112, Mitigation Measures, insert the following mitigation measure:

- “If during construction of the project, soil contamination is suspected, construction in the area should stop and appropriate Health and Safety procedures should be implemented. The Department of Toxic Substances Control (DTSC) Voluntary Cleanup Program (VCP) should be contacted at (818) 551-2866 to provide the appropriate regulatory oversight.”

V.F. TRANSPORTATION AND CIRCULATION

Page 124, Parking, first paragraph, revise the last sentence to read as follows:

“Public Parking Lot 5, located to the south of the Public Library building on 13th Street provides an additional 35 public parking spaces.”

Page 158, Impacts on Parking Availability, insert the following paragraph between the first and second paragraphs of this subsection:

“Development of the proposed project will result in the demolition of all of the existing parking spaces on the Civic Center and Metlox properties. As stated earlier in this analysis, approximately 340 parking spaces are currently provided between the two sites (180 within the Civic Center parking lot, 35 within Lot 5, and 125 temporary spaces on the Metlox property). These spaces will ultimately be replaced with 562 parking spaces, of which 446 would be made available to the public. As such, the proposed project would result in a net increase of 106 parking spaces as compared to existing conditions.”

Page 160, Mitigation Measures, the second parking mitigation (third bullet point from the top of the page) shall be revised as follows:

- “An employee parking program shall be required for the Metlox commercial establishments to alleviate the parking demands within the Downtown Commercial District. Potential mitigation options may include satellite parking programs and/or providing tandem parking stalls designated for employees only.”

Page 160, Mitigation Measures, insert the following mitigation measures to the list of traffic mitigation measures:

- “Prior to any construction activities, a Construction Plan shall be submitted for review and approval to the City of Manhattan Beach Public Works Department and Community

Development Department. Construction Plans shall address parking availability and minimize the loss of parking for existing on-site Civic Center operations that will continue to operate throughout the construction period. To minimize potential adverse impacts upon the Downtown Commercial District construction workers shall not be permitted to park within in the adjacent public parking structures or street parking spaces. The parking plans shall provide adequate on-site parking areas for construction workers and/or consider providing additional construction parking at off-site parking lot locations and providing bussing or car-pool services to the construction site.

- The proposed construction plan shall designate appropriate haul routes into and out of the project area. Truck staging areas shall not be permitted on residential roadways or adjacent to any school site.
- The City Traffic Engineer shall conduct secondary “post-project” traffic assessments at the intersections of Highland Avenue & 13th Street, and Manhattan Beach Boulevard & Valley Drive/Ardmore Avenue to determine the actual traffic impacts of the proposed project. Should the results of this assessment verify significant impacts are realized, the mitigation measures recommended in the Draft EIR, or measures of equivalent effectiveness shall be implemented.”

V.G. HYDROLOGY/WATER QUALITY

Page 170, Mitigation Measures, insert the following mitigation measure:

- “Commercial trash enclosures must be covered so that rainwater cannot enter the enclosure and the trash enclosure must be connected to the sanitary sewer system.”

V.H. NOISE

Page 177, ENVIRONMENTAL IMPACTS, Methodology and Significance Criteria, Construction, insert the following to the end of the paragraph:

“As provided by the City of Manhattan Beach Noise Ordinance construction activities are exempt from exceeding the City’s exterior community noise level standards (Ord. No. 1957, Sec. 5.48.250). However, because of the project’s unique size, , mix of uses, duration of construction activities, location and proximity to residential uses, the project does not represent a typical construction project within the City of Manhattan Beach. Therefore, for purposes of this analysis, the assessment of construction noise impacts was conservatively based on strict application of the community noise level standards without regard to the exemption clause of the code.”

Page 181, Mitigation Measures: add the following additional mitigation measures:

- “An annual City permit in accordance with Chapter 4.20 of the MBMC shall be required prior to the installation/setup of any temporary, or permanent, PA or sound system.
- The maximum allowable sound level shall be in conformance with Chapter 5.48 of the MBMC.

- Based on a review of construction documents prepared for the proposed project, a licensed acoustical engineer shall determine the type of construction materials for the Bed and Breakfast Inn (i.e., window, door, wall insulation material, weather-stripping, etc.) to ensure an interior noise level of no greater than 45 dBA (Leq) when sirens are in use. A Certificate of Occupancy shall not be issued for the proposed Inn until the 45 dBA (Leq) interior noise level performance standard, when sirens are in use, is met.”

VI. GENERAL IMPACT CATEGORIES

Page 187, Public Services, Fire Protection, insert the following sentence after the second sentence:

“In addition, the project site will be served by a second fire station located at 1400 Manhattan Beach Boulevard, located approximately 1.3 miles east of the site.”

Page 189, Utilities, Wastewater, revise the fifth, sixth, seventh and eighth sentences of the paragraph to read as follows:

“The expected average wastewater flow from the project site is 54,890 gallons per day, which would account for 0.05 percent of the total design capacity.¹ The increase in wastewater would be treated at the Joint Water Pollution Control Plant (JWPCP). The JWPCP has a design capacity of 385 million gallons per day (mgd) and currently processes an average flow of 333.5 mgd. The proposed project’s net increase in sewage generation would represent 0.001 increase in the wastewater treated at JWPCP.”

Page 224, Air Quality, the fourth sentence of the second paragraph has been revised to read as follows:

“As presented in Table 37 on page 225, air quality impact for this alternative would be less than the proposed project and below significance criteria levels.”

Page 228 “Alternative Mixed-Use Metlox Development”, add the following discussion to the end of the Transportation/Circulation Subheading:

“Parking. This alternative proposed a development that is similar to the size and scale of the proposed project, with a different mix of uses. As compared to the proposed project, this alternative would increase commercial office space and decrease the amount of retail space. The alternative would include the same amount of parking, providing a total of 562 spaces, of which 446 will be made available to the public. The parking impacts would generally be the same as described for the proposed project. However, this alternative would likely have a beneficial impacts upon parking availability during the weekends, when Downtown parking demand is at its peak. This is mainly because this alternative has a higher amount of office space and a lower amount of retail. The office use does not generate a demand for weekend parking, which would result in a greater amount of shared parking availability for other project and Downtown uses.”

VII. ALTERNATIVES TO THE PROPOSED PROJECT

Page, 205, Noise, delete the first paragraph and revise the discussion relating to construction noise impacts as follows:

“Implementation of the Civic Center Alternative would reduce construction activities by approximately 48 percent as compared to the proposed project. As such, noise impacts associated with developing the site would be reduced as compared to the proposed

¹ County Sanitation Districts of Los Angeles County, November 7, 2000.

project. However, this alternative would still result in unavoidable significant construction noise impacts because of the close proximity of sensitive residential land uses.”

This impact was correctly identified in the evaluation of the environmentally superior alternative, Table 39 on page 230 of the Draft EIR.

VIII. ORGANIZATIONS AND INDIVIDUALS CONTRIBUTING TO THE EIR

References

Page 234, add the following reference citation:

“Meyer Mohaddes Associates., Inc., City of Manhattan Beach, Downtown Manhattan Beach Parking Management Plan Report, February, 1998.”

III. COMMENT LETTERS

PUBLIC AGENCIES

- | | | |
|----|---|-------------------|
| 1. | Governor's Office of Planning and Research, State Clearinghouse | November 28, 2000 |
| 2. | California Coastal Commission South Coast Area Office | November 16, 2000 |
| 3. | California Department of Transportation (CALTRANS) | November 15, 2000 |
| 4. | Department of Toxic Substances Control | October 25, 2000 |
| 5. | Southern California Association of Governments (SCAG) | November 8, 2000 |
| 6. | County Sanitation Districts of Los Angeles County | November 7, 2000 |
| 7. | City of Manhattan Beach Department of Public Works | November 13, 2000 |
| 8. | City of Manhattan Beach Fire Department | November 22, 2000 |
| 9. | City of Manhattan Beach Police Department | November 22, 2000 |

ORGANIZATIONS

- | | | |
|-----|--|-------------------|
| 10. | Downtown Manhattan Beach Business & Professional Association | November 22, 2000 |
| 11. | Residents For A Quality City | November 22, 2000 |
| 12. | Manhattan Beach Residents for a Small Town Downtown | November 17, 2000 |

INDIVIDUALS

- | | | |
|-----|-----------------------------|-------------------|
| 13. | Paul Aguilar | November 7, 2000 |
| 14. | Jim Aldinger | November 22, 2000 |
| 15. | Frank Beltz and Judy Kerner | No Date |
| 16. | John A. & Roberta A. Brown | October 25, 2000 |
| 17. | James C. Burton, et. al. | November 21, 2000 |
| 18. | James C. Burton | November 22, 2000 |
| 19. | Peggy Chase | November 21, 2000 |
| 20. | Jeri Deardon | November 21, 2000 |
| 21. | Mike Dunitz | November 20, 2000 |
| 22. | Susan A. Enk | November 21, 2000 |
| 23. | Harry A. Ford, Jr. | November 19, 2000 |
| 24. | Sally Hayati, Ph.D. | November 16, 2000 |
| 25. | Richard Lewis | November 22, 2000 |
| 26. | James Lissner | November 22, 2000 |
| 27. | Richard Magnuson | November 19, 2000 |
| 28. | Paul R. Milkus | November 21, 2000 |
| 29. | Mary Morigaki | November 21, 2000 |
| 30. | Phillip Reardon | November 21, 2000 |
| 31. | Bruce & Loretta Summers | November 21, 2000 |
| 32. | Dottie and Ed Taylor | November 21, 2000 |
| 33. | William Victor | November 22, 2000 |

CITY OF MANHATTAN BEACH

CIVIC CENTER METLOX DEVELOPMENT PROJECT

**PUBLIC AGENCY AND INDIVIDUAL COMMENTS
RECEIVED ON THE
DRAFT ENVIRONMENTAL IMPACT REPORT
[EIR No. 1999121090]
December 2000**

**Christopher A. Joseph & Associates
environmental planning and research**



Gray Davis
GOVERNOR

STATE OF CALIFORNIA

Governor's Office of Planning and Research

State Clearinghouse



Steve Nissen
ACTING DIRECTOR

Law
12/4 - copy
CASA -
return
LBJ

November 28, 2000

Richard Thompson
City of Manhattan Beach Community Development Department
1400 Highland Avenue
Manhattan Beach, CA 90266

Subject: Civic Center / Metlox Development
SCH#: 1999121090

Dear Richard Thompson:

The State Clearinghouse submitted the above named Draft EIR to selected state agencies for review. On the enclosed Document Details Report please note that the Clearinghouse has listed the state agencies that reviewed your document. The review period closed on November 27, 2000, and the comments from the responding agency (ies) is (are) enclosed. If this comment package is not in order, please notify the State Clearinghouse immediately. Please refer to the project's ten-digit State Clearinghouse number in future correspondence so that we may respond promptly.

Please note that Section 21104(c) of the California Public Resources Code states that:

"A responsible or other public agency shall only make substantive comments regarding those activities involved in a project which are within an area of expertise of the agency or which are required to be carried out or approved by the agency. Those comments shall be supported by specific documentation."

These comments are forwarded for use in preparing your final environmental document. Should you need more information or clarification of the enclosed comments, we recommend that you contact the commenting agency directly.

This letter acknowledges that you have complied with the State Clearinghouse review requirements for draft environmental documents, pursuant to the California Environmental Quality Act. Please contact the State Clearinghouse at (916) 445-0613 if you have any questions regarding the environmental review process.

Sincerely,

Terry Roberts
Senior Planner, State Clearinghouse

Enclosures
cc: Resources Agency

DEC 01 2000

1.1

**Document Details Report
State Clearinghouse Data Base**

SCH# 1999121090
Project Title Civic Center / Metlox Development
Lead Agency Manhattan Beach, City of

Type EIR Draft EIR
Description 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.

Lead Agency Contact

Name Richard Thompson
Agency City of Manhattan Beach Community Development Department
Phone 310-802-5502 **Fax**
email bray@ci.manhattan-beach.ca.us
Address 1400 Highland Avenue
City Manhattan Beach **State** CA **Zip** 90286

Project Location

County Los Angeles
City Manhattan Beach
Region
Cross Streets North Highland/ Manhattan Beach Boulevard
Parcel No. 4179-003-900 (N) / 901 (S) 902 (r.)
Township **Range** **Section** **Base**

Proximity to:

Highways 1
Airports
Railways
Waterways Pacific Ocean
Schools A Hached
Land Use Present use is fire/police/library buildings and parking lot. Zoning is CD & PS. Designation is public facility and Downtown commercial

Project Issues Coastal Zone; Landuse; Aesthetic/Visual; Air Quality; Noise; Public Services; Water Quality; Growth Inducing

Reviewing Agencies Resources Agency; California Coastal Commission; Department of Conservation; Department of Fish and Game, Region 5; Department of Forestry and Fire Protection; Department of Parks and Recreation; Office of Emergency Services; California Highway Patrol; Caltrans, District 7; Regional Water Quality Control Board, Region 4; Department of Toxic Substances Control; Native American Heritage Commission; State Lands Commission

Date Received 10/11/2000 **Start of Review** 10/12/2000 **End of Review** 11/27/2000

CALIFORNIA COASTAL COMMISSION

South Coast Area Office
200 Oceangate, Suite 1000
Long Beach, CA 90802-4302
(562) 590-5071



November 16, 2000

Richard Thompson, Director
Community Development Department
City of Manhattan Beach
1400 Highland Avenue
Manhattan Beach, CA 90266-4795

Re: Draft EIR for the Civic Center/Metlox Development (SCH#1999121090).

Dear Mr. Thompson:

The Commission staff has reviewed the above-referenced document and appreciates the opportunity to submit the following comments regarding the proposed project which is comprised of a 57,000 square foot City administrative center, 40,000 square foot library and cultural center, 90,000 square feet of commercial uses, 40-room bed and breakfast inn, and a subterranean parking garage. As indicated in the DEIR, the proposed project is located within the City of Manhattan Beach coastal zone, but outside of the area (appealable area) where projects may be appealed to the Coastal Commission.

2.

In Manhattan Beach, the requirements of the California Coastal Act are met through compliance with the certified Manhattan Beach Local Coastal Plan (LCP). The City will process a local coastal development permit for the proposed project under the provisions of the certified LCP. The project alternative that is ultimately approved by the City through the local coastal development permit process should conform to the standards and policies of the certified LCP. This will ensure that coastal resources, including public parking facilities, are protected.

2.

The certified Manhattan Beach LCP contains general and specific provisions that protect coastal resources. These LCP policies protect and enhance public access to the coast, protect and encourage public parking facilities that support public access to the coast, protect the unique character of Manhattan Beach, limit building scale, encourage efficient traffic flow patterns, and protect water quality and marine resources from the negative impacts of polluted runoff. The EIR and the local coastal development permit should address the proposed project's conformance with the policies of the certified Manhattan Beach LCP, including the following:

2.

Parking and Traffic

POLICY II.B.5: Development of the former Metlox site shall provide the parking necessary to meet the standards set forth in Section A.64 of Chapter 2 of the Implementation Plan. All required parking shall be provided on the Metlox site.

POLICY I.C.1: The City shall maintain and encourage the expansion of commercial district parking facilities necessary to meet demand requirements.

POLICY I.C.2: The City shall maximize the opportunities for using available parking for weekend beach use.

NOV 21 2000

- POLICY I.C.17:** Provide signing and distribution of information for use of the Civic Center parking for beach parking on weekends days.
- POLICY I.B.7:** The City shall provide adequate signing and directional aids so that beach goers can be directed toward available parking.
- POLICY I.C.8:** Use of the existing public parking, including, but not limited to, on-street parking, the El Porto beach parking lot, and those parking lots indicated on Exhibit #9, shall be protected to provide public beach parking...
- POLICY I.C.10:** Concentrate new parking in the Downtown Commercial District to facilitate joint use opportunities (office and weekend beach parking uses).
- POLICY I.C.16:** Improve information management of the off-street parking system through improved signing, graphics and public information maps.
- POLICY I.C.3:** The City shall encourage additional off-street parking to be concentrated for efficiency relative to the parking and traffic system.
- POLICY I.A.2:** The City shall encourage, maintain, and implement safe and efficient traffic flow patterns to permit sufficient beach and parking access.

Pedestrian and Bicycle Access

- POLICY I.A.1:** The City shall maintain the existing vertical and horizontal accessways in the Manhattan Beach Coastal Zone.
- POLICY I.A.3:** The City shall encourage 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 walk-streets and public open spaces. See Figure NR-1 of the General Plan).
- POLICY I.A.4:** The City shall maintain the use of commercial alleys as secondary pedestrian accessways.
- POLICY I.B.3:** The City shall encourage pedestrian and bicycle modes as a transportation means to the beach.

Scale of 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.
- POLICY II.A.3:** Encourage the maintenance of commercial area orientation to the pedestrian.
- POLICY II.A.7:** Permit mixed residential/commercial uses on available, suitable commercial sites.

Water Quality

POLICY III.3: The City should continue to maintain and enforce the City ordinances that prohibit unlawful discharges of pollutants into the sewer system or into the tidelands and ocean. (Title 5, Chapter 5, Article 2; Chapter 8).

POLICY III.14: City Storm Water Pollution Abatement Program. The City of Manhattan Beach has initiated a storm water pollution abatement program that involves not only several of the City departments working together, but also the other cities in the Santa Monica Bay watershed. The initial action plan was to create a new ordinance regarding illegal dumping to catch basins and the storm drain systems. In the process it was found that a number of ordinances already exist on the books that cover most of the original concerns. It was determined that those significant codes contain strong enforcement capabilities and that the present city staff needs to be educated and made aware of those existing codes, some of which date back to the 1920's but are still enforceable. The program is to develop codes and building standards to implement the Good Housekeeping Requirements and the Best Management Practices procedures of the Santa Monica Bay Restoration Project Action Plan, educate staff, eliminate potential loopholes within the existing code sections, and initiate supplemental ordinances regarding storm water pollution abatement giving the County the right to prosecute polluters to the County storm drain system (a requirement of the Santa Monica Bay storm way discharge permit).

2.

We suggest that the local coastal development permit for the proposed project include special conditions and specific findings that would ensure that any approved development would be in compliance with the standards and policies of the certified LCP. We also strongly encourage the City to require the implementation of a storm water pollution abatement program in order to reduce negative impacts to the marine environment both during and subsequent to construction of any approved project. The "Increased Parking Alternative" discussed in the DEIR would provide greater consistency with the above-stated LCP policies that encourage the expansion and concentration of parking in the Downtown Commercial District. We hope that these comments are useful. Please call me if you have any questions.

2.

Sincerely,



Charles R. Posner
Coastal Program Analyst

Cc: State Clearinghouse

DEPARTMENT OF TRANSPORTATION

DISTRICT 7, ADVANCE PLANNING
IGR OFFICE 1-10C
120 SO. SPRING ST.
LOS ANGELES, CA 90012
TEL: (213) 897-0486 ATSS: 8- 647-0486
FAX: (213) 897-8906
E-mail: NoraPiring/CAGOV@DOT



To: **CADA**

November 15, 2000

MR. RICHARD THOMPSON
City of Manhattan Beach
1400 Highland Avenue
Los Angeles, CA 90266

**Re: IGR/CEQA #001028/NP
DEIR, Civic Center/Metlox Development Project
City of Manhattan Beach
Vic. LA-001-22.900/SCH No. 199121099**

Dear Mr. Thompson:

Thank you for the opportunity to comment on the above-referenced project. The project consists of a combined public Civic Center (Police and Fire Department facilities) and a commercial mixed-use development (Metlox). The Civic Center portion of the project consists of a two-level, approximately 57,000 square foot Public Safety Facility. It also involves 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, office uses with a 40-room lodging component.

3.1

We have the following comments:

- 1) Consideration is needed to provide a deceleration lane for southbound SR1 approaching the Manhattan Beach Boulevard intersection. The right turn volume for southbound SR1 to westbound Manhattan Beach Boulevard is greater than 150 cars per hour in the PM peak hour.
- 2) Cumulative traffic impacts on State facilities cannot be justified without major improvements to alleviate the over capacity conditions which currently exist on both the State highway system and local roads. In order to obtain acceptable operation on the State highway, we conguer with the mitigation measures of providing the northbound approach with a dual left-turn approach. As a result, the northbound left-turn will operate with LOS D. However, the heavy southbound and northbound right-turns would require an exclusive right lane. We recommend to look into the possibility of adding right-turn lane on both approaches. This can only be accomplished by widening the roadway. In

3.2

3.3

addition, signal modification would be required on northbound and southbound legs of the intersection. You may review the attached analysis for further information. In accordance with the Route Concept Report dated January 1991, this section of the highway will still have a six (6) through lanes. This intersection will operate at LOS F (V/C of 1.70 or worse) in year 2010 if no improvements be made.

↑
3.3

If you have any questions regarding this response, please feel free to contact the undersigned at (213) 897-4429 and refer to our IGR/CEQA #001028/NP.

Sincerely,



STEPHEN J. BUSWELL
Program Manager
IGR/CEQA

cc: Scott Morgan
State Clearinghouse

HCM: SIGNALIZED INTERSECTION SUMMARY Version 2.4e 11-03-2000
Center For Microcomputers In Transportation

Streets: (N-S) SEPULVEDA BL (E-W) MANHATTAN BCH
Analyst: G CHAMMAS File Name: MANHATTAN-AE.HC9
Area Type: Other 11-3-0 PM
Comment: EXISTING CONDITION

	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	3	< 0	2	3	< 0	1	2	1	1	2	1
Volumes	257	1507	67	289	3706	160	268	1003	157	299	1211	248
PHF or PK15	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Lane W (ft)	12.0	12.0		12.0	12.0		10.0	10.0	10.0	10.0	10.0	10.0
Grade		0			0			0			0	
% Heavy Veh	5	5	5	5	5	5	5	5	5	5	5	5
Parking	N	N		N	N		N	N		N	N	
Bus Stops			2			2			2			2
Con. Peds			10			10			10			10
Ped Button	(Y/N)	N		(Y/N)	N		(Y/N)	N		(Y/N)	N	
Arr Type	3	3		3	3		3	3	3	3	3	3
RTOR Vols			0			0			0			100
Lost Time	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00
Prop. Share												
Prop. Prot.			67			67			72			72

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
NB Left	*							
NB Thru		*						
NB Right			*					
NB Peds					*			
SB Left		*						
SB Thru			*					
SB Right				*				
SB Peds					*			
EB Right	*		*					
WB Right	*		*					
Green	20.0A	35.0A			20.0A	35.0A		
Yellow/AR	4.0	4.0			4.0	4.0		
Cycle Length:	126 secs Phase combination order: #1 #2 #5 #6							

Intersection Performance Summary

Lane	Group:	Adj Sat	v/c	g/C	Delay	LOS	Approach:	Delay	LOS
Mvmts	Cap	Flow	Ratio	Ratio					
NB	L	287	1719	0.998	0.167	74.3	F	*	*
	TR	1537	5380	1.251	0.286	*	*	*	*
SB	L	573	3438	0.578	0.167	32.4	D	*	*
	TR	1537	5380	3.074	0.286	*	*	*	*
EB	L	267	1604	1.114	0.167	*	*	*	*
	T	965	3378	1.212	0.286	*	*	*	*
	R	1085	1421	0.160	0.762	2.6	A	*	*
WB	L	267	1604	1.242	0.167	*	*	*	*
	T	965	3378	1.454	0.286	*	*	*	*
	R	1085	1424	0.152	0.762	2.6	A	*	*

Intersection Delay = * (sec/veh) Intersection LOS = *
(g/C)*(V/c) is greater than one. Calculation of DI is infeasible.

HCM: SIGNALIZED INTERSECTION SUMMARY Version 2.4e 11-03-2000
 Center For Microcomputers In Transportation

Streets: (N-S) SEPULVEDA BL (E-W) MANHATTAN BCH
 Analyst: G CHAMMAS File Name: MANHA-PL.HC9
 Area Type: Other 11-3-0 PM
 Comment: ALTERNATIVE 1-ADDING 1 NB DESIGNATED LEFT-TURN LANE

	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	2	3	< 0	2	3	< 0	1	2	1	1	2	1
Volumes	257	1507	67	289	3706	160	268	1003	157	299	1211	248
PHF or PK15	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Lane W (ft)	12.0	12.0		12.0	12.0		10.0	10.0	10.0	10.0	10.0	10.0
Grade		0			0			0			0	
% Heavy Veh	5	5	5	5	5	5	5	5	5	5	5	5
Parking	N	N		N	N		N	N		N	N	
Bus Stops			2			2			2			2
Con. Peds			10			10			10			10
Ped Button	(Y/N)	N		(Y/N)	N		(Y/N)	N		(Y/N)	N	
Arr Type	3	3		3	3		3	3		3	3	
RTOR Vols			0			0			0			0
Lost Time	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00
Prop. Share												
Prop. Prot.			67			67			72			72

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
NB Left	*							
NB Thru		*						
NB Right			*					
NB Peds				*				
SB Left	*							
SB Thru		*						
SB Right			*					
SB Peds				*				
EB Right	*	*						
WB Right	*	*						
Green	20.0A	35.0A			20.0A	35.0A		
Yellow/AR	4.0	4.0			4.0	4.0		

Cycle Length: 126 secs Phase combination order: #1 #2 #5 #6

Intersection Performance Summary

Lane	Group:	Adj Sat	v/c	g/c	Delay	LOS	Approach:
Mvmts	Cap	Flow	Ratio	Ratio			Delay LOS
NB	L	573	3438	0.515	0.167	31.6	D
	TR	1537	5380	1.251	0.286	*	* *
SB	L	573	3438	0.578	0.167	32.4	D
	TR	1537	5380	3.074	0.286	*	* *
EB	L	267	1604	1.114	0.167	*	* *
	T	965	3378	1.212	0.286	*	* *
	R	1085	1424	0.160	0.762	2.6	A
WB	L	267	1604	1.242	0.167	*	* *
	T	965	3378	1.464	0.286	*	* *
	R	1085	1424	0.152	0.762	2.6	A

Intersection Delay = * (sec/veh) Intersection LOS = *
 (g/C) * (V/c) is greater than one. Calculation of D1 is infeasible.

HCM: SIGNALIZED INTERSECTION SUMMARY Version 2.4e 11-03-2000
Center For Microcomputers In Transportation

Streets: (N-S) SEPULVEDA BL (E-W) MANHATTAN BCH
Analyst: G CHAMMAS File Name: MANHA-P2.HC9
Area Type: Other 11-3-0 PM
Comment: ALTERNATIVE 2-ADDING 1 NB/SB DESIGNATED RIGHT-TURN LANE

	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	3	1	2	3	1	1	2	1	1	2	1
Volumes	257	1507	67	289	3706	160	268	1003	157	299	1211	248
PHF or PK15	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Lane W (ft)	12.0	12.0	10.0	12.0	12.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0
Grade		0			0			0		0		0
% Heavy Veh	5	5	5	5	5	5	5	5	5	5	5	5
Parking	N	N		N	N		N	N		N	N	
Bus Stops			2			2			2			2
Con. Peds			10			10			10			10
Ped Button	(Y/N)	N		(Y/N)	N		(Y/N)	N		(Y/N)	N	
Arr Type	3	3	3	3	3	3	3	3	3	3	3	3
RTOR Vols			50			50			50			50
Lost Time	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00
Prop. Share												
Prop. Prot.			67			67			72			72

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
NB Left	*							
NB Thru		*						
NB Right			*					
NB Peds				*				
SB Left		*						
SB Thru			*					
SB Right				*				
SB Peds					*			
EB Right		*		*				
WB Right		*		*				
Green	20.0A	35.0A			20.0A	35.0A		
Yellow/AR	4.0	4.0			4.0	4.0		

Cycle Length: 126 secs Phase combination order: #1 #2 #5 #6

Intersection Performance Summary

Lane	Group:	Mvmts	Cap	Adj Sat	v/c	g/c	Delay	LOS	Approach:	
									Flow	Ratio
NB	L	287		1719	0.998	0.167	74.3	F	*	*
	T	1551		5429	1.187	0.286	*	*	*	*
	R	1119		1424	0.016	0.786	1.9	A		
SB	L	573		3438	0.578	0.167	32.4	D	*	*
	T	1551		5429	2.921	0.286	*	*	*	*
	R	1119		1424	0.109	0.786	2.0	A	*	*
EB	L	267		1604	1.114	0.167	*	*	*	*
	T	965		3378	1.212	0.286	*	*	*	*
	R	1085		1424	0.109	0.762	2.5	A	*	*
WB	L	267		1604	1.242	0.167	*	*	*	*
	T	965		3378	1.464	0.286	*	*	*	*
	R	1085		1424	0.203	0.762	2.7	A		

Intersection Delay = * (sec/veh) Intersection LOS = *
(g/C)*(V/c) is greater than one. Calculation of D1 is infeasible.

HCM: SIGNALIZED INTERSECTION SUMMARY Version 2.4e 11-06-2000
 Center For Microcomputers In Transportation

=====
 Streets: (N-S) SEPULVEDA BL (E-W) MANHATTAN BCH
 Analyst: G CHAMMAS File Name: MANHA-D3.MC9
 Area Type: Other 11-3-0 PM
 Comment: ALTERNATIVE 3 converting NB thru to Right-turn lane & also SB
 =====

	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	2	1	2	2	1	1	2	1	1	2	1
Volumes	257	1507	67	289	3706	160	268	1003	157	299	1211	248
PHF or PK15	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Lane W (ft)	12.0	12.0	10.0	12.0	12.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0
Grade		0			0			0			0	
% Heavy Veh	5	5	5	5	5	5	5	5	5	5	5	5
Parking	N	N		N	N		N	N		N	N	
Bus Stops			2			2			2			2
Con. Peds			10			10			10			10
Pad Button	(Y/N)	N		(Y/N)	N		(Y/N)	N		(Y/N)	N	
Arr Type	3	3	3	3	3	3	3	3	3	3	3	3
RTOR Vols			0			0			0			100
Lost Time	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00
Prop. Share												
Prop. Prot.			67			67			72			72

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
NB Left		*						
NB Thru			*					
NB Right				*				
NB Peds					*			
SB Left		*						
SB Thru			*					
SB Right				*				
SB Peds					*			
EB Right		*	*					
WB Right		*	*					
Green		20.0A	35.0A			20.0A	35.0A	
Yellow/AR		4.0	4.0			4.0	4.0	

Cycle Length: 126 secs Phase combination order: #1 #2 #5 #6

Intersection Performance Summary

	Lane	Group:	Adj Sat	v/c	g/C	Delay	LOS	Approach:		
								Mvmts	Cap	Flow
NB	L		287	1719	0.998	0.167	74.3	F	*	*
	T		1034	3619	1.700	0.286	*	*		
	R		407	1424	0.182	0.286	21.9	C		
SB	L		573	3438	0.578	0.167	32.4	D	*	*
	T		1034	3619	4.182	0.286	*	*		
	R		407	1424	0.437	0.286	24.2	C		
EB	L		267	1604	1.114	0.167	*	*	*	*
	T		965	3378	1.212	0.286	*	*		
	R		1085	1424	0.160	0.762	2.6	A		
WB	L		267	1604	1.242	0.167	*	*	*	*
	T		965	3378	1.464	0.286	*	*		
	R		1085	1424	0.152	0.762	2.6	A		

Intersection Delay = * (sec/veh) Intersection LOS = *
(g/c)*(v/c) is greater than one. Calculation of D1 is infeasible.



Department of Toxic Substances Control



Winston H. Hickox
Agency Secretary
California Environmental
Protection Agency

Edwin F. Lowry, Director
1011 N. Grandview Avenue
Glendale, California 91201

Gray Davis
Governor

October 25, 2000

Mr. Richard Thompson
City of Manhattan Beach Community Development
1400 Highland Avenue
Manhattan Beach, California 90266

DRAFT ENVIRONMENTAL IMPACT REPORT FOR THE CIVIC CENTER/METLOX
DEVELOPMENT (PROJECT), SCH 1999121090

Dear Mr. Thompson:

The Department of Toxic Substances Control (DTSC) has received your draft
Environmental Impact Report (EIR) for the above mentioned Project.

If during construction of the project, soil contamination is suspected, construction in the
area should stop and appropriate Health and Safety procedures should be
implemented. If it is determined that contaminated soil exists, the draft EIR should
identify how any required investigation and/or remediation will be conducted, and which
government agency will provide appropriate regulatory oversight.

DTSC provides guidance for Preliminary Endangerment Assessment (PEA)
preparation and cleanup oversight through the Voluntary Cleanup Program (VCP). For
additional information on the VCP or to meet/discuss this matter further, please contact
Bob Krug, Project Manager, at (818) 551-2866 or me at (818) 551-2877.

Sincerely,

Harlan R. Jeché
Unit Chief
Southern California Cleanup Operations - Glendale Office

4.1

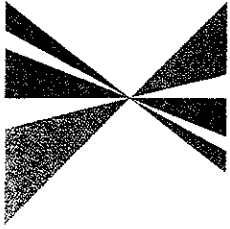
OCT 30 2000

Mr. Richard Thompson
October 25, 2000
Page 2

cc: Governor's Office of Planning and Research
State Clearinghouse
P.O. Box 3044
Sacramento, California 95812-3044

Mr. Guenther W. Moskat, Chief
Planning and Environmental Analysis Section
CEQA Tracking Center
Department of Toxic Substances Control
P.O. Box 806
Sacramento, California 95812-0806

SOUTHERN CALIFORNIA



ASSOCIATION of GOVERNMENTS

Main Office

818 West Seventh Street
12th Floor
Los Angeles, California
90017-3435

t (213) 236-1800
f (213) 236-1825

www.scag.ca.gov

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Riverside County: Bob Buster, Riverside County • Ron Loveridge, Riverside • Greg Pettis, Cathedral City • Andrea Puga, Corona • Ron Roberts, Temecula • Charles White, Moreno Valley

San Bernardino County: Kathy Davis, San Bernardino County • Bill Alexander, Rancho Cucamonga • Jim Bagley, Twentynine Palms • David Eshleman, Fontana • Lee Ann Garcia, Grand Terrace • Gwenn Norton-Perry, Chino Hills • Judith Valles, San Bernardino

Ventura County: Judy Mikels, Ventura County • Donna De Paola, San Buenaventura • Glen Becerra, Simi Valley • Toni Young, Port Hueneme

Riverside County Transportation Commission: Robin Lowe, Hemet

Ventura County Transportation Commission: Bill Davis, Simi Valley

November 8, 2000

Mr. Richard Thompson
Director of Community Development
City of Manhattan Beach
1400 Highland Avenue
Manhattan Beach, CA 90266

RE: SCAG Clearinghouse I2000527 Draft EIR for Civic Center/Metlox Development--City of Manhattan Beach

Dear Mr. Thompson:

We have reviewed the above referenced document and determined that it is not regionally significant per Areawide Clearinghouse criteria. Therefore, the project does not warrant clearinghouse comments at this time. Should there be a change in the scope of the project, we would appreciate the opportunity to review and comment at that time.

A description of the project was published in the **November 1, 2000** Intergovernmental Review Report for public review and comment.

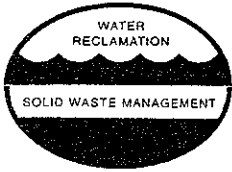
The project title and SCAG Clearinghouse number should be used in all correspondence with SCAG concerning this project. Correspondence should be sent to the attention of the Clearinghouse Coordinator. If you have any questions, please contact me at (213) 236-1867.

Sincerely,

JEFFREY M. SMITH, AICP
Senior Planner
Intergovernmental Review

5.1

NOV 09 2000



Richard T.
Rosie.

COUNTY SANITATION DISTRICTS OF LOS ANGELES COUNTY

1955 Workman Mill Road, Whittier, CA 90601-1400
Mailing Address: P.O. Box 4998, Whittier, CA 90607-4998
Telephone: (562) 699-7411, FAX: (562) 699-5422
www.lacsd.org

JAMES F. STAHL
Chief Engineer and General Manager

November 7, 2000

File No: 30-00.04-00

City of Manhattan Beach
Community Development Department
1400 Highland Avenue
Manhattan Beach, CA 90266

Gentlemen:

Civic Center/Metlox Development

The County Sanitation Districts of Los Angeles County (Districts) received a Draft Environmental Impact Report for the subject project on October 10, 2000. The proposed development is located within the jurisdictional boundaries of District No. 30. We offer the following comments regarding sewerage service:

- The Joint Water Pollution Control Plant currently processes an average flow of 333.5 million gallons per day.
- The expected average wastewater flow from the project site is 54,890 gallons per day.
- All other information concerning Districts' facilities and sewerage service contained in the document is currently complete and accurate.

If you have any questions, please contact the undersigned at (562) 699-7411, extension 2717.

Very truly yours,

James F. Stahl

Ruth I. Frazen
Engineering Technician
Planning & Property Management Section

RIF:eg

6.1

NOV 13 2000

**CITY OF MANHATTAN BEACH
MEMORANDUM**

TO: Rosemay Lackow, Senior Planner
FROM: Neil Miller, Director of Public Works *NeM*
DATE: November 13, 2000
SUBJECT: Comments on EIR - Metlox

Thank you for the opportunity to comment on the Environmental Impact Report for the Metlox site. We find the report comprehensive and thorough.

Our main comment has to do with a recommendation in the Transportation/Circulation section. There is a recommendation that Highland Avenue, north of 15th Street and remove on street parking to provide a right-turn only lane southbound on Highland. We find this recommendation unfeasible. Removing any parking on Highland is a problem due to the shortage of parking in this area of the City. Widening the street at this point would not seem politically or economically feasible. We cannot imagine that residents would allow this type of modification to help accommodate traffic impacts of the Metlox site development.

An additional comment refers to Section V. Environmental Setting – Hydrology. This section is comprehensive and refers to the requirements of the National Pollution Discharge Elimination System (NPDES) and the subsequent Standard Urban Storm water Mitigation Plan (SUSMP) and the minimum requirements required by these clean water regulations. Staff's comment is that on page 165 there is a reference to commercial trash areas that must be screened and that storm water must be channeled around such areas. The City of Manhattan Beach has a long-standing requirement that commercial trash enclosures must also be covered so that rainwater cannot enter the enclosure. Also, that the trash enclosure be connected to the sanitary sewer.

Thank you again for the opportunity to comment on this report.

Cc: Richard Thompson, Director of Community Development
Dana Greenwood, City Engineer
Clarence Van Corbach, Operations Manager

7.1
7.2

NOV 13 2000

Richard Thompson

From: Dennis Groat
Sent: Wednesday, November 22, 2000 3:58 PM
To: Richard Thompson
Subject: DRAFT Comments on draft EIR for the Civic Center/ Metlox Development

Richard,

Regarding the draft EIR for the Civic Center/Metlox Development, I have the following comments:

The project description states that the new Police/Fire facility will incorporate all administrative and operational functions of these Departments. The Fire Department operates out of two separate Fire Stations, and will continue to do so in the foreseeable future. It would be more accurate to say that the new facility will incorporate all of the administrative and operational functions of Fire Station 1.

8.1

Regarding impacts, there will be some incremental impacts to the Fire Department from additional emergency responses and fire prevention/inspection activities. However, the impacts from this project are relatively minor, and in and of themselves, do not demand any specific remediation.

8.2

In the discussion of space needs for the new fire facility, the report states that Fire Station 1 requires an **additional** 16,250 square feet of functional support space beyond its current size. The identified need for Fire Station 1 is 16,250 **total** square feet of functional support space.

8.3

Regarding the risk of upsets due to hazardous materials, in addition to the items listed, the Fire Department is responsible for the collection, temporary storage, and proper disposal of small quantities of some materials that are regulated under Hazardous Materials statutes. These include the cleanup materials used to absorb small amounts of oil or gasoline from streets and small quantities of oil, paint, etc. that are surreptitiously abandoned on our streets and sidewalks. This process is performed in accordance with all applicable laws and ordinances, and it does not pose any significant risks to the persons in or near the Civic Center facilities.

8.4

Regarding the remediation and cleanup performed on the Metlox site, one clarification is indicated. The current Metlox site was actually two separate parcels. Each of these parcels was cleaned and remediated separately and at different times, under the direct supervision of the County of Los Angeles. After testing, each of the parcels was issued a letter of compliance from the County.

8.5

In the discussion of emergency services to the site, Fire Department services will be provided from both of the City's Fire Stations, rather than exclusively from Fire Station 1.

8.6

November 22, 2000

To: Rich Thompson, Community Development Director
From: Ernest M. Klevesahl, Jr., Chief of Police *EK*
Subject: Civic Center/Metlox Development

Page 22

Report states police response time would be immediate due to location of police facility to the Metlox project - Not true, since officers respond from their current location in the City while patrolling, not from the station like the Fire Department

9.1

Page 43

The square mileage listed for the City is incorrectly listed as 2.27 square miles.

9.2

Page 104

63 Sworn officer is incorrect - we actually have 67 Sworn officer, for a total of 99 employees (plus temp's).

9.3

Page 106

The report states that increased demand on the MBPD by the project may impact response times to other emergencies in the City. (delayed response? I am not sure this is a true representation)

9.4

Page 224

Reference source and bookmark not found.

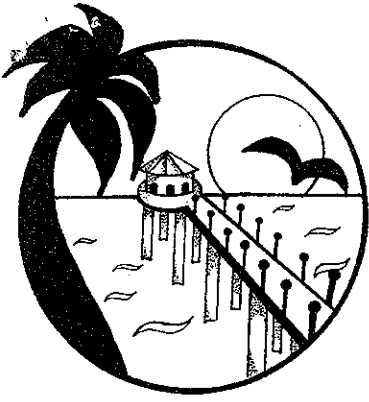
9.5

EIR CONCERNS/ISSUES

Page 209

Indicates that demands for police services would be the same as it would be if a new police/fire facility were built. This may not be totally accurate, in that we would not have the same opportunities to respond to large incidents if some of our equipment (i.e., command trailer, SWAT van, etc.) is stored offsite. With a new police/fire facility, this equipment will be on site and closer to the Metlox development if needed.

9.6



DOWNTOWN Manhattan Beach
Business & Professional Association

*Committed to the Success
of Downtown Businesses*

November 22, 2000

City of Manhattan Beach
Community Development Department
1400 Highland Avenue
Manhattan Beach, CA 90266

Re: Metlox EIR Comments

Greetings!

Attached please find comments, questions and concerns from the Downtown Manhattan Beach Business & Professional Association, in response to the Metlox Draft EIR.

You'll notice many of the attached concerns are regarding parking. Another question that came to mind upon reading the Executive Summary was the traffic impacts. How is it possible there would be no impact during the winter months? Why would the Downtown only be impacted in the summer? Please elaborate.

10.1

Thank you in advance for your consideration and responses to our comments.

Signed with pleasure,

DOWNTOWN MANHATTAN BEACH
BUSINESS & PROFESSIONAL ASSOCIATION
BOARD OF DIRECTORS


Shelby Phillips
Executive Director

NOV 22 2000

**Comments Regarding The
CIVIC CENTER/METLOX DEVELOPMENT
Environmental Impact Report**

An often stated City goal has been that the Civic Center/Metlox development would complement and supplement the Downtown area. It was anticipated that this environmental impact report would be a complete and unbiased informational basis from which the various impacts related to the proposed project could be determined. After reviewing the document, we have specific comments and concerns regarding the information contained in the report.

Project History

The report does not contain as part of the project's history information regarding the improvement and use of at least part of the Metlox site for public/merchant parking. This information should be detailed in the report especially with regard to the deferred parking improvements and expansion in the Downtown area in anticipation of providing additional parking in conjunction with the development of Metlox. Over the years, much had been said and written about Metlox being the **last and best** opportunity to fill the Downtown's longstanding need for additional parking. Such a need has been identified in the past two studies of Downtown parking.

Although a current facility, Lot M, was installed as a "temporary measure", its 157 spaces fill some existing parking needs of the Downtown as new, more intensive uses have replaced less intensive uses, and as businesses have expanded. This need for additional Downtown parking has been previously measured through various parking studies. There is no mention of these studies in this report.

In addition, information is lacking concerning the history of Lot 5. The document simply portrays it as a public parking lot. It fails to note that Lot 5 was acquired and developed as part of the overall parking improvements known as the Downtown Vehicle Parking Districts (VPD's) and has been used as such for many years. There may be a vested right of access/easement to this facility based on the City's approvals of the development of many Downtown buildings which were predicated upon the VPD system to fulfill code required and actual parking needs.

Parking

Existing vs New/Additional and Replacement

The EIR addresses parking for the project as if the rest of the Downtown does not exist. What will be the impact on existing Downtown parking facilities, traffic circulation and existing land uses be if the analysis is inaccurate? The EIR needs to address a successful project, all impacts associated with that success, and what existing parking must be retained to ensure that the rest of the Downtown continues to be successful and viable.

The **proposed** Civic Center development will expand Civic Center from 42,668 square feet to 97,000 square feet, an increase of 114%. However, for the Civic Center development has been proposed a total of **350** parking spaces -177 secure spaces and 173 public/staff spaces. This is **less than** the existing total of **401** parking spaces - 30 secure, 180 public/staff at Civic Center; 34 public/merchant spaces in Lot 5; and 157 public/merchant spaces in Lot M. There is no justification in the EIR for such an **expansion with less parking**.

10.2

10.3

10.4

10.5

If Lot 5 and Lot M are removed, these existing spaces must be replaced on an equal basis. The remedy for such a replacement of spaces has not been addressed by this EIR. The City may need to leave the spaces where they are now and revise the project around the spaces or acquire additional land nearby, that can continue to provide the convenience and accessibility that exists today. The loss of Lot 5's and Lot M's total of 191 spaces, even if later integrated into a subterranean parking facility, is a significant impact. Loss of this convenience will be a significant impact on existing Downtown businesses as well as other users reliant on this parking.

10.6

The EIR needs to clearly identify and categorize all parking aspects, to include a chart of parking location amounts and public availability as currently exists and as proposed for the project and each project alternative.

10.7

Shared Demand

The proposed 90,000 square foot Metlox development provides only 212 parking spaces which is significantly less than that required by applicable City code. According to the EIR, this development would depend upon gaining needed/required additional spaces through the concept of shared demand with the proposed Civic Center development. However, as anyone can readily observe, most notably on weekends and evenings, the existing Civic Center parking is **already shared** with current Downtown businesses and nearby residents. There is no information in the document as to how this **existing shared demand** can coexist with the **proposed shared demand** for the proposed project. Especially, as noted above, the proposed Civic Center parking is **less** than the existing parking. The EIR needs to provide detailed information on how the determination of project's shared demand was reached, to include the following:

10.8

- How was the reduction determined specifically related to the expected uses?
- How does the estimated number of 165 employees factor into the reduction for parking?

Parking Study

The EIR does not even incorporate the parking utilization figures readily available from prior Downtown parking studies. Since the most recent study is several years old, it was thought a new parking study was needed to determine the existing parking situation in the Downtown area. This would allow for a more meaningful analysis of the project impact with an adequate parking baseline on which to make determinations for additional parking as part of the Metlox development. Due to the importance of the matter it would be only prudent if the EIR included the best information available.

10.9

Parking Layout

The document should include a parking diagram/layout for all proposed parking, especially the subterranean parking for the Metlox site, the civic center site and street parking on 13th street. The diagram should clearly show the following:

10.10

- Total number of spaces at each location
- Areas to be secured and unavailable for public use
- Areas specifically available for public use
- Detail all vehicle and pedestrian entrances/exits
- Detail all disability access points and direct access to Downtown area

Temporary Parking During Construction

If the new Civic Center and the proposed 90,000 square foot Metlox are constructed at the same time some 400 parking spaces will be taken out of service for many months. How would the Downtown businesses and Civic Center be able to continue to function. As many remember, the construction of

10.11

Streetscape destroyed some businesses. And it took years for many more to recover fully. The EIR needs to address this significant impact. Failure to address this issue would cause a direct negative impact on Downtown businesses during the construction period, which could be a significant length of time.

↑
10.11

Other Specific Concerns

Pg 40 - Add additional goal to create and provide sufficient and available parking for the project and Downtown Area for project objectives.

10.12

Pg 92 - Goal #6 is to "Encourage the Vitality of Downtown Area", will this happen or will the project be so successful that it will degrade the rest of the downtown?

10.13

Pg 95 - CD District requires the insurance of "the provision of adequate off-street parking and loading facilities". Will this goal be met with the project?

10.14

Pg 222 - "Alternative Mixed-Use Metlox Development" - No parking analysis was provided with this alternative and must be included. This alternative could be viable especially with the increased office use.

10.15



RESIDENTS FOR A QUALITY CITY

P.O. Box 1882
Manhattan Beach, CA 90267
Phone 310-546-2085
Fax 310-546-4965

November 22, 2000

City of Manhattan Beach
Community Development Department
1400 Highland Avenue
Manhattan Beach, CA 90266

**Re: Comments on the Draft EIR for the
Civic Center/Metlox Development**

Gentlemen:

The following comments on the Draft Environmental Impact Report for the Civic Center/Metlox Development are submitted on behalf of myself and Residents for a Quality City.

Insufficient Notice was Given for the Scoping Meeting.

The scoping meeting, held on January 11, 2000, for the purpose of identifying issues to be addressed in the EIR, received insufficient publicity. Consequently, only about 30 people spoke at the meeting (see attached copy of Beach Reporter Article). Previous city sponsored meetings concerning the proposed Metlox Development had drawn crowds of more than 300 people with up to 100 people either speaking or requesting to speak.

11.1

The Comments that were Given at the Scoping Meeting were not Included in the Draft EIR.

The Draft EIR included only the written comments given after the scoping meeting. Many people, including myself, assumed that the Draft EIR would include the comments given at the scoping meeting. As indicated in my letter, dated January 21, 2000, a copy of which is included in Appendix A of the Draft EIR, my written comments were in addition to my comments made at the scoping meeting. Unless one actually attended the scoping meeting and took good notes he or she would be unable to fully address the adequacy of the Draft EIR as to its scope.

11.2

NOV 22 2000

Parking was Inadequately Addressed.

Although the Initial Study for the proposed project identified inadequate parking as a potentially significant impact, the Draft EIR failed altogether to address the impact on downtown parking that the loss of 195 parking spaces, currently provided by Lots 5 and M, would have. Needless to say, the loss of 195 parking spaces would significantly affect the vitality of the current downtown business area.

11.3

Traffic Congestion was Inadequately Addressed.

On January 11, 2000, Residents for a Quality City filed petitions, signed by over one-third of the city's registered voters, to qualify a ballot initiative to rezone the Metlox site to non-commercial use (see attached copy of Beach Reporter article). One of the main issues in the campaign, if not the main issue, is the potential impact that the project would have on traffic congestion - not only in the vicinity of the Metlox site but in the entire city. The Draft EIR is entirely inadequate in addressing traffic congestion.

11.4

Sincerely yours,

Bill Eisen
Bill Eisen

Encl.

Residents give their input on Metlox EIR at meeting

by Anne Torres

About 30 Manhattan Beach residents told a city consultant Tuesday night about the issues they think should be studied as part of the environmental review on the Metlox development downtown.

Among those issues are the impacts that the commercial project will have on parking, traffic and ocean views in the area, as well as the noise that might be created by it.

Representatives of Christopher Joseph and Associates, who collected the public testimony for about an hour, now plan on reviewing it with city officials to develop a final list of issues that will be studied in the Environmental Impact Report.

Tuesday's scoping meeting was the first step in the EIR process.

The purpose of the EIR is to identify any significant effects that the project might have on the environment, to identify alternative development projects and to determine how any negative impacts could be mitigated.

Christopher Joseph and Associates will study five potential developments or projects for the Metlox site in the EIR and list the impacts of each.

The main project is the 90,000-square-foot commercial development approved by the City Council last month that includes a mix of retail shops, restaurants, offices, a hotel and a day spa. The other four projects include another 90,000-square-foot development with a different mix of commercial uses; a 60,000-square-foot commercial development; a park; and a nondevelopment

project.

In addition to the five developments on the Metlox property, the EIR will also include potential environmental impacts associated with the construction of a new, two-level police and fire station on the Civic Center portion of the lot to the north.

In addition to issues residents raised Tuesday, Christopher Joseph and Associates also plans to study air quality, land use and aesthetic issues associated with the developments.

In response to resident input Tuesday, representatives from Christopher Joseph and Associates and its subcontractor, Crane and Associates, said they plan to do a traffic study on the downtown area as part of the EIR. That study will include traffic counts being taken at least 15 key intersections throughout the city. The traffic study will also include both fall and summer counts.

However, because a draft EIR is scheduled to be finished by March, the consultant will estimate what summer counts will be based on historical data on file at the city as well as data from similar types of projects throughout the state. To verify that the estimated summer counts are correct, the consultant will take counts in July and those will be included in the final EIR.

A lot of residents told the consultants that they are very concerned about the accuracy of the summer traffic counts. Residents also recommended a number of other intersections also be studied.

Some residents also asked the consultants to study the economic impacts the de-

(Please turn to Page 26)

Metlox EIR

(Continued from Page 6)

velopment will have on existing businesses downtown.

Community Development Director Richard Thompson told them the City Council to date has said it does not want the economic impacts to be addressed in the EIR.

A draft EIR is expected to be completed in March. Once the draft is done, it will be available to the public for comment during a 45-day review period before a final EIR is developed.

Tuesday's meeting drew substantially fewer people than prior meetings on the Metlox issue. That could have been due to lack of publicity.

The city of Manhattan Beach did not publicize Tuesday's meeting the way it normally publicizes important community meetings. Usually, the city sends press releases to local newspapers and occasionally takes out large display ads. The City Council also usually announces upcoming special meetings at its meetings.

The city did not send a press release to *The Beach Reporter* about Tuesday's Metlox EIR meeting prior to the publication of its Jan. 6 issue. Nor did the City Council mention the meeting at its meeting Jan. 4. Neither *The Beach Reporter* nor the *Easy*

Reader announced the meeting in their issues of Jan. 6.

The Daily Breeze did announce Tuesday's meeting in its edition that day.

Asked about the noticing last Friday, City Manager Geoff Dolan said that the city sent out notices to 500 people who have attended meetings on the issue in the past. Dolan also said he thought the city had placed ads in *The Beach Reporter*.

In fact, the only notification that appeared in *The Beach Reporter* was a small legal notice that appeared on Page 70 in the Dec. 30 issue, the day before New Year's Eve. Upon being informed of this, Dolan said he was surprised.

After the lack of notification was brought to the city's attention, Thompson said the city had decided to place an ad in *The Beach Reporter* in the Jan. 13 issue. The ad will notify people that the city is accepting community input through Jan. 21 as to what they want to be studied in the EIR.

Thompson also said the city had decided to hold a public hearing on the draft EIR to get input from the community. Prior to Friday evening, the city was not planning to hold any meetings on the draft EIR.

Anyone who would like to give their input as to what should be studied in the EIR is asked to contact Bobby Ray at City Hall at 802-5510 or send an e-mail to bray@ci.manhattan-beach.ca.us.

Metlox foes likely to force special election

■ Group submits more than 8,000 signatures in support of public use initiative.

by Anne Torres

It appears likely that Manhattan Beach voters will soon be faced with a choice about how the former Metlox Pottery factory site downtown should be developed.

On Tuesday, six Residents for a Quality City members submitted an initiative petition to the City Clerk's office. If eventually passed by vot-

MANHATTAN BEACH

ers, the initiative would rezone the Metlox Pottery property to public use, which would prevent the land from being commercially developed, as the City Council proposes.

Among the possible options for the property if it were to be zoned for public zone use are a park, parking lot, library, cultural arts center, or a new police and fire station.

Given the sheer number of signatures the group submitted Tuesday, it is almost a sure bet that the initiative will go to a public vote in the

near future. The 8,529 signatures equal about one-third of the city's registered voters.

The group needs only 2,401 verified signatures from registered voters in order for its initiative to appear on the next municipal ballot in March 2001, and 3,602 for a special election to be held within the next 100 or so days.

City Clerk Liza Tamura will now verify that all the signatures are from registered Manhattan Beach voters. Tamura will then forward the signatures to the Los Angeles County Registrar Recorder's Office for verification. If the county

(Please turn to Page 24)

24 • The Beach Reporter • January 13, 2000

Initiative

(Continued from cover)

verifies the signatures, the City Council will meet soon afterward to set an election date.

"I'm just relieved that we got it over with," said RFQC spokesman Bill Eisen, who led the signature drive. "Now we've got to concentrate on the campaign."

For the past few months, Eisen and fellow RFQC members have been going door to door and standing in front of grocery stores to collect the signatures.

Resident Bob Caldwell, who is an RFQC member and collected signatures, said nine out of 10 people he talked to did not want a hotel or a mall to be built on the Metlox property. "People just aren't interested in more commercial development — especially in our little city," he said.

Resident Ron Freshman, who also collected signatures, said it wasn't hard to collect the required number of signatures.

"The community wants something other than more traffic and more congestion," he said.

The city has already begun the environmental review process on a 90,000-square-foot commercial development, which will include a mix of retail shops, restaurants, offices, a spa and a hotel. It held the first public hearing Tuesday in preparation of an Environmental Impact Report (see related story on Page 6).

A representative from the Tolkin Group, which was hired by the city to develop Metlox commercially, called the group's initiative "unnecessary."

Michael Dieden said in a press release that residents have been "included in the planning of this site from the beginning. We are confident that the end result will be a

sensitive, aesthetically pleasing, pedestrian-friendly public town square that will include a small lodging component, some outdoor dining and neighborhood-serving retail."

Mayor Linda Wilson this week said the City Council will likely decide to put a companion measure on the same ballot as RFQC's initiative. The city's measure would inform voters about the effect that RFQC's initiative would have on the city's finances.

Wilson said the city does not have the money to build a new police and fire station, much less a public development such

as a new park which would need maintenance.

The commercial development is expected to generate \$300,000 to \$400,000 in revenue a year for the city, according to city estimates. Wilson said that city would lose money if RFQC's initiative passes. RFQC does not identify a funding source, she said.

Wilson said that City Council will likely vote to hold a special election as early as this summer to move the process along as quickly as possible.

"We'd like to get on with it, so we can get on with the development (of the property)," she said.



Residents for a Quality City members Bill Eisen, Bob Caldwell, Ron Freshman, Viet Ngo, Neil Boyer and Robert Blay submit their initiative petition to Manhattan Beach City Clerk Liza Tamura Tuesday.

(photo by Chris Miller)

Manhattan Beach Residents for a
SMALL TOWN DOWNTOWN
"working to save our small town atmosphere"

NOV 21 2000

November 17, 2000

Richard Thompson
Community Development Department
City of Manhattan Beach
1400 Highland Avenue
Manhattan Beach, California 90266

Re: Civic Center/Metlox Development Project Draft Environmental Impact Report

Dear Mr. Thompson:

This letter is submitted on behalf of Manhattan Beach Residents for a Small Town Downtown ("STDT"), and it contains STDT's comments on the Draft Environmental Impact Report for the Civic Center/Metlox Development Project, published on October 2, 2000 ("DEIR"). Our comments focus on four main issues—transportation/circulation, noise, views and land use.

12.1

Traffic

The DEIR contains a number of inaccurate assumptions and conclusions regarding both existing conditions, potential impacts and the feasibility of proposed mitigation measures.

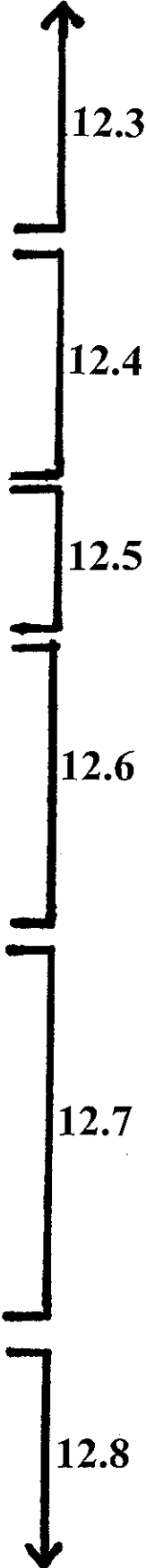
1. Existing conditions. The DEIR fails to acknowledge the severity of existing traffic problems in intersections to be impacted by the project. Table 14, page 127 gives the accepted definition for LOS E as "[s]evere congestion with some long-standing lines on critical approaches. Blockages of intersections may occur if traffic signal does not provide for protected turning movements." On page 124, the DEIR states that LOS D is "the level for which a metropolitan area street system is typically designed"; while LOS E "represents volumes at or near roadway capacity" (emphasis added). All of these comments and definitions establish that a LOS E is an unacceptable traffic situation. Yet, the DEIR then goes on to presume that anything LOS E or below is operating "within capacity" (page 125) and therefore acceptable. This level of traffic congestion, however, is not acceptable. To be operating at capacity and have "severe congestion" is not acceptable where all the traffic must pass through residential areas, past elementary schools, and affects our quality of life. Also, by definition, adding any traffic at all to a roadway "at capacity" would result in further adverse conditions. Thus, the following intersections should be considered to have unacceptable levels of traffic under existing conditions: Marine Avenue and Highland, Valley Drive and Blanche Road, Ardmore Avenue and Marine/Pacific Avenues, Marine Avenue and Sepulveda, Highland Avenue and 15th Street, Manhattan Beach Blvd. and Valley/Ardmore, Manhattan Beach Blvd. and Sepulveda, and Ardmore Avenue and 2nd Street.
2. Significant traffic impacts. The DEIR significantly underrepresents the adverse traffic impacts that would result from the 90,000 square foot project.
 - Winter weekdays. The DEIR fails to address the significant traffic impacts from LOS F and E ratings that Table 20 shows will occur at four intersections: Marine Ave. and Highland Ave., Valley Dr. and Blanche Road, Marine Ave. and Sepulveda Blvd., and Ardmore Ave. and 2nd Street. Several of these intersections (Marine and Sepulveda and Manhattan Beach Blvd. and Sepulveda) are the primary routes to the project and are already at LOS F under existing conditions. The others would move from LOS E to F or

12.2

12.3

from LOS D to E. The project proposes to add 3,442 weekday trips to the area, in addition to the cumulative increase in traffic at the estimated 2% annual rate of increase. Just because the traffic is already at LOS F or headed that way does not excuse the DEIR from addressing the impacts—thoughtful review and analysis is even more necessary in that case because you are making a bad condition worse. The DEIR is incorrect in stating that the “incremental change in CMA value . . . is minimal” and the impact not significant for those intersections. (page 153). At LOS F, and even LOS E, the addition of 3,442 additional trips is certainly significant and must be both acknowledged and mitigated.

- Summer Weekdays. As with the Winter Weekday section addressed above, the DEIR fails to acknowledge significant traffic impacts at numerous intersections that are shown in Table 21. LOS F conditions or changes of service to LOS F or E are shown at the following intersections: Marine Avenue and Highland, Valley Dr. and Blanche Road, Ardmore/Marine Ave. and Pacific, Marine Ave. and Sepulveda, Manhattan Beach Blvd. and Sepulveda Blvd., and Ardmore Ave. and 2nd St. The addition of 3,442 additional trips to these intersections, is enormously significant and must be addressed and mitigated in the EIR.
 - Summer Weekends. The DEIR fails to acknowledge or provide mitigation for the Marine Ave. and Sepulveda intersection, which is at LOS F already for Saturdays and would change from an LOS D to LOS E for Sundays with the proposed project. As discussed above, the addition of traffic from the project to this already very congested intersection would be a significant traffic impact that must be addressed and mitigated in the EIR.
3. Summer period is critical to our quality of life. In addition to failing to acknowledge numerous of the significant traffic impacts the project will cause during both winter and summer, the DEIR attempts to trivialize the unavoidable significant traffic impacts it does identify because those impacts would occur primarily in the summer months (“only” 25% of the year as compared to 75% for the winter months). (page 160). We strongly disagree that those impacts should be discounted because they only occur in summer. The truth is exactly the opposite—summer is the most important time of the year for residents. Summer at the beach is one of the primary reasons for choosing to live in Manhattan Beach. The summer traffic impacts should in fact be more heavily weighted than those that occur in winter because they more adversely impact the quality of life for residents in our town.
 4. Neighborhood Traffic Impacts. The DEIR fails to address the significant traffic and parking impacts that will occur in surrounding neighborhoods from downtown business’ employees parking on adjacent residential streets. At various public hearings throughout the process, residents have testified about the significant problems from cut-through traffic and parking by downtown business’ employees. There is little or no long term parking in downtown for downtown business’ employees. The new parking garage will presumably also be metered or expensive hourly parking. This type of short term parking does not serve employees who must be at their jobs all day and cannot be out moving their cars or feeding meters every few hours. Thus, the large majority of downtown business’ employees park on adjacent residential streets. These problems will intensify with the addition of more restaurants, the hotel and retail establishments with the proposed project. Merely proposing that employee parking programs “shall be considered” (page 160) does not satisfy CEQA requirements for providing specific and feasible mitigation measures. (Please also see “Land Use” discussion below).
 5. Rosecrans and Sepulveda. The DEIR is inadequate because it fails to analyze the traffic impacts of the proposed project at the Rosecrans and Sepulveda intersection, a Congestion Management Program (“CMP”) intersection. The DEIR attempts to justify this by stating that the intersection is one and half miles away, and it also incorrectly assumes that the proposed project would add only five peak-hour trips to the intersection. These assumptions are incorrect for two reasons. First, despite its relative distance from the actual project location, Rosecrans is in fact one of only three main access routes into downtown Manhattan Beach. It



is also the only direct route from the 405 Freeway, where it is the only exit Southbound that is labeled "Manhattan Beach." The large majority of streets between Manhattan Beach Blvd. and Rosecrans are closed to through traffic at Sepulveda or are small residential streets with signage prohibiting non-residential traffic. Moreover, the Rosecrans corridor is a significant source of business for the downtown commercial district. The corridor is lined with office buildings whose employees shop and eat in downtown Manhattan Beach both at lunch and in the evenings. It is incorrect to assume that only five cars or less will use Rosecrans to get to the new restaurants and retail establishments in the proposed project. This intersection is also already very congested, certainly at least LOS E and possibly LOS F, so the additional

6. Proposed traffic mitigation measures do not satisfy CEQA. The DEIR is inadequate because the traffic mitigation measures it proposes are either (1) infeasible, (2) would create additional significant adverse impacts that are not addressed in the EIR or (3) are not sufficiently specific and analyzed in the DEIR to satisfy CEQA.

The proposed mitigation measures for Highland and 15th and Highland and Manhattan Beach Blvd. are both infeasible. "Feasible" is defined by CEQA as "capable of being accomplished in a successful manner." (CEQA Guidelines section 15364, 14 C.C.R. 15364) These mitigation measures fail to satisfy this requirement because they would involve eliminating valuable on-street parking and street amenities, for which there is no compensation in the proposed project parking scheme. Widening the road in this area is also infeasible because it would involve demolishing valuable downtown landmarks like the Kettle or the Manhattan Sports building. No city council is going to approve such action. If the mitigation measures are not realistic and feasible, CEQA requires that the impact be defined as an "unavoidable significant impact" so that the council and the public are aware of the potential effects of the proposed project.

With regard to Manhattan Beach Blvd. and Valley/Ardmore and Highland and 13th, suggesting that certain mitigation measures could be taken "if warranted based on actual traffic counts after the project is developed" (pages 159 and 160) does not satisfy the CEQA requirement that an EIR present mitigation measures that are specific and effective. The consultant has already identified the potential impact and has the traffic data and the models to determine if the proposed mitigation measure will address the identified impact. The EIR must analyze the proposed mitigation measures before the project is developed. In fact, that is the whole point of the CEQA process. To leave a mitigation decision until after the project is developed defeats the entire purpose of CEQA and violates the statutory requirements regarding mitigation.

Noise. The DEIR states that the Town Square will be used for pre-approved programs of activities including live music and performance, children's readings and school performances, street performers and a Farmer's Market. Presumably most of these activities would involve amplified sound. The DEIR does not provide any analysis or mitigation measures for protecting nearby residential uses from significant noise impacts that would arise from amplified sound. The DEIR's discussion of "nuisance noise" (page 180) does not sufficiently address this issue because "nuisance noise" addresses only existing ambient noise from the downtown commercial district, i.e. from restaurant patrons, pedestrians, trucks, etc. The existing conditions downtown on or around the proposed project site do not create any amplified sound. The amplified sound that would occur with the programming proposed for the Town Square must be analyzed and mitigated to protect neighboring residences.

Views. The proposed project will have significant adverse impacts on views and aesthetics in two ways that are not sufficiently analyzed by the DEIR. First, the entire project will be built to 30 feet high, which is 4 feet taller than all the other buildings downtown. Thus, it will produce an entire block of buildings that are significantly taller than all the surrounding buildings, which will make them visually very imposing, potentially block views and prevent the project from blending in with the rest of downtown.

Even more troubling is the 70 foot lookout tower, for which a height variance will be required. This tower will not only obstruct views, it will change forever the "skyline" view of Manhattan Beach looking out towards the ocean. The tower will be over twice as tall as any other building downtown. The



tower unequivocally is an unavoidable significant adverse impact of the proposed project that must be analyzed and mitigated by the EIR. (See also "Land Use" discussion below).


Land Use. The proposed project would create several significant adverse land use impacts that are not sufficiently analyzed by the DEIR. As discussed above, the proposed project would exacerbate adverse traffic and parking problems in surrounding residential neighborhoods by contributing to the existing downtown business employee parking overflow (see "Traffic—Neighborhood Traffic Impacts" above). This impact would violate the LCP commercial district regulations that require that a new project "minimize the impact of commercial development on adjacent residential districts" and that it provide "adequate offstreet parking." (page 95). The proposed 30 foot building height and the 70 foot tower violate Policy 1.1 of the City's General Plan by obstructing ocean views, jeopardizing the privacy of adjacent residences, and failing to preserve the low-profile image of the community. (page 99; see also Views above). In addition, the City has not completed any economic analysis of the potential impact of the proposed project on the viability of existing small businesses downtown. The City has been experiencing significant business turnover downtown as small businesses are driven out of the market by rising rents and competition. The City needs to include some economic analysis in the EIR to show that it has addressed Policy 4.1 of its General Plan, requiring the City to protect small businesses that serve City residents.

A Reduced Density project is the Superior Project Alternative. A reduced density project is the superior project alternative that should be adopted by the EIR. It is the alternative that both significantly decreases the adverse impacts of the proposed project and provides a beneficial use of the Metlox site. The DEIR correctly states that the Reduced Density Project Alternative would decrease the significant adverse traffic impacts of the project by decreasing the number of daily vehicle trips in downtown by over 30% (over 1,000 cars daily). Reducing the density further, as has been proposed previously by STDT, would decrease the impacts even further. The alternative mixed-use development would not significantly decrease traffic impacts because it would only result in an approximately 300 car decrease (less than 10%) in vehicle trips. A reduced density project would also reduce the number of employees servicing the project and thereby reduce residential parking problems (although STDT still feels that an employee parking program should be adopted to benefit all of downtown). In addition, we believe that the economic analysis that supposedly is forthcoming from the city will also support our position that a reduced density project is necessary to ensure that the development complement and benefit our downtown business district, rather than overwhelm it.

STDT has consistently fought for reduced density on the Metlox site as a way to ensure that the project benefits all sectors of our community—residents, downtown business owners and the City's revenue needs—and to maintain the integrity and quality of our small town downtown. Although we do not believe that the specific reduced density project proposed by the DEIR is desirable, the final project design and mix of uses do not need to be decided for the purposes of the EIR. We are hopeful that with additional thoughtful analysis and design an attractive and appropriate reduced density project could be developed.

Thank you for your time and consideration of our comments.

Sincerely,


Marika F. Bergsund
Manhattan Beach Residents for a Small Town Downtown

cc: Mayor Tim Lilligren
Council Member Steve Napolitano
Council Member Joyce Fahey
Council Member Walt Dougher
Council Member Linda Wilson
Garrison Frost – *The Beach Reporter*
Dan Bialek – *Easy Reader*

↑
12.11

12.12

12.13

12.14

Richard Thompson

From: Aguilar, Paul G [AGUILAP2@sce.com]
Sent: Tuesday, November 07, 2000 11:42 AM
To: 'metloxproject@ci.manhattan-beach.ca.us'
Subject: Metlox project.

Hello ~

I was wondering how I would find out about the space availability on this project, and what permits, etc. I would need for a small restaurant in that area. Please email me at Aguilap2@sce.com <mailto:Aguilap2@sce.com> or Aguilarc@gte.net <mailto:Aguilarc@gte.net>
Thanks, Paul Aguilar.

13.1

Richard Thompson

From: Jraldinger@aol.com
Sent: Wednesday, November 22, 2000 4:40 PM
To: metloxproject2@ci.manhattan-beach.ca.us
Cc: james.aldinger@hsc.com
Subject: Metlox EIR comments

Comments on EIR:

Overall I think the information was very informative especially the information on traffic.

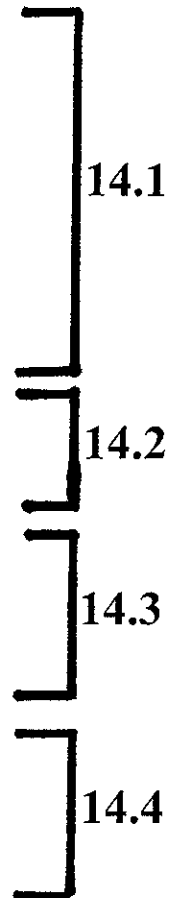
There a couple of things that need to be addressed:

1) The impact to surrounding neighborhoods, especially in the area east of the project, could be substantially impacted. The assumption that the streets are narrow and confusing says that our residents are not capable of finding shortcuts. We know they are fully capable. Without detailed analysis this is a hasty conclusion. Putting up signs we also know does not work.

2) Regarding mitigation measures on page 63 of the traffic supplement (Highland Ave at 13th St.) -"secondary impacts at other intersections from these restrictions would apply." These secondary impacts need to be evaluated.

3) Regarding the comment that "summer months are only 3 months out of the year" and the corresponding assumption that they are less important because of their duration one could draw the opposite conclusion: the summer months are when we all get out and enjoy the beach and we should try and limit the traffic especially during those months and not worry the rest of the year.

4) The last comment is the definition of significant. The EIR says that C&A and the city of Manhattan Beach came up with this definition that for an impact to be significant it would only be and E or F rating (i.e. above 0.9) I think there are is one instance where the increase in traffic is 16.8% and a couple of instances where the increase is on the order of 10%. These also seem significant to me.



Jim Aldinger
310-364-5663
310-376-9264
james@aldinger.com

Richard Thompson

From: frandyb@earthlink.net
Sent: Thursday, November 23, 2000 11:47 AM
To: metloxproject2@ci.manhattan-beach.ca.us
Subject: Metlox Project Feedback.

Comments on the Draft EIR (SCH #99121090) on the Manhattan Beach Civic Center/Metlox Development.

From Frank Belz and Judy Kerner, Manhattan Beach residents.

The following comments pertain to the "sufficiency of the document in identifying and analyzing the possible impacts on the environment" {cf, DEIR Introduction, subsection entitled "PUBLIC PARTICIPATION"}.

1. {Reference: V. Environmental Impact Analysis, F. Transportation/Circulation, subsection entitled Regional Transportation System Impacts}

According to the report, "The traffic impact analysis (TIA) requires that all freeway segments where a project adds 150 or more trips in any direction during the peak hours be analyzed. An analysis is also required at all CMP [Congestion Management Program] intersections where the project will add 50 or more trips during the peak hour. For the purposes of the CMP, a significant traffic impact occurs when the proposed project increases traffic demand on a CMP facility by two percent of capacity, causing or worsening LOS F."

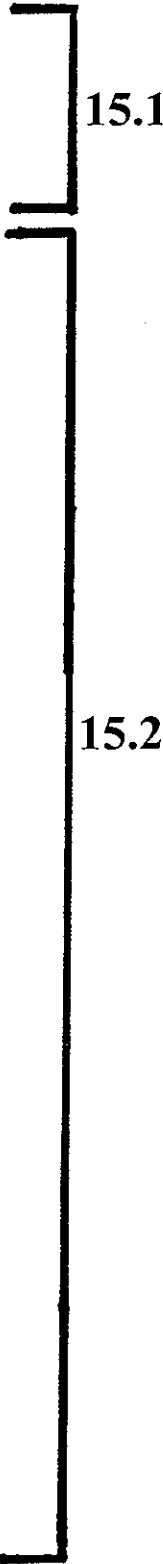
Then the report considers the impact on "the nearest CMP intersections, Sepulveda Boulevard and Rosecrans Avenue, and the Pacific Coast Highway and Artesia Boulevard/Gould Avenue", and the report states that "it is estimated that the project would add at most five peak-hour trips to either intersection."

Comment.

- In our opinion, this analysis is too narrow.
- Other CMP intersections, such as those between the project and the nearest I-405 accesses, should also be considered.
- Specific intersections not considered are under extreme LOS impact already
- The intersection at Aviation and Rosecrans is an example. At this intersection, even five peak hour trips could have the impact of "worsening LOS F".

At this intersection we already have frequently seen (during peak hours) northbound traffic on Aviation backed up in the left lane to Marine, due to vehicles unable to turn left (west) onto Rosecrans, because Rosecrans westbound was too congested.

- The CMP standards themselves are not adequate.
- At Aviation and Rosecrans, less than two percent increase in traffic demand surely will worsen LOS F during peak hours.
- Principal conclusion: The EIR should also consider the potential impact of the project on these excluded intersections.
- Additional question/conclusion: The project is only one of a set of potential developments that will/may impact Rosecrans. Have EIRs been prepared in the past for these other developments? Certainly they should be in the future.



2. {References: V. Environmental Impact Analysis, C. Land Use and A. Aesthetics/Views }

The Land Use section of the DEIR describes various categories of land use, and (among other things) maximum height restrictions. Repeatedly, the DEIR identifies a "Lookout Tower element" to be included in the Town Square, which will be "at a height not to exceed 70 feet." The Town Square is to be developed on land designated PS Public and Semi-Public District", which has a height restriction of 30 feet. The only comment made in this section of the DEIR about the lookout tower is that it will require a variance if it is to be built.

The Aesthetics/Views section discusses the impact of the tower on a limited set of views, applying an apparently limited set of criteria. The photos of the views do not have an indication of where the tower would be so that the assertions can be validated.

Comment.

The project proposes to build a tower that exceeds (by as much as forty feet) the current height limitations. The DEIR should evaluate (and justify visually by drawings or annotations on photos) the impact of a 70-foot tower with respect to additional views and should include additional criteria in the evaluation.

The Aesthetics/Views section:

- only considers views from very nearby properties, doesn't address impact on downtown skyline from a distance
- only considers ocean views and building facades, doesn't look at impact on view of skyline. Currently the only tall artifacts are trees and thin telephone and electric service poles.
- determination of "less than significant" impact of tower on partially obstructed views (see View No. 4) is not supported by convincing rationale.

15.3

10/27- cc: Council
Buff
Rick T.

RECEIVED
OCT 27 2000
CITY MANAGER'S OFFICE

10-25-00

City Council
Re: Metlox Property

I read in the Beach Reporter about the EIR study and how they recommend the 60,000 sq. ft over the 90 or 110,000. They also say as I can attest to that we do have a traffic problem. You cannot go North or South out of Manhattan Beach in the AM or PM without SITTING in traffic. Adding 200 plus cars is going to make it all the more miserable. You say the noise and the traffic from enlarging LAX will impact Manhattan Beach and that is 5 miles North of us. This will be in the center with people coming and going all the day and night. However, this in the Council's esteemed opinion will not effect my life of the daily Commute.

16.1

If anything Commercial is built there it should be Business complex with minimal retail and restaurant if ANY at ALL. Aviation, Sepulveda, Highland (Vista Del Mar), and Rosecrans are already severely congested. My vote is for the smaller the better with more green space or parking.

16.2

When a residence is build, we are made my Manhattan Beach to put a parking space with every so many square feet. You have spent the last 5 to 7 years converting small businesses into restaurant/bars with absolutely NO PARKING required. Why do they get the exemption and we the residents do not. Take out's go to sit down, hardware go to restaurants, COOKIE POST go to restaurants and the list go on. Not one of these restaurant/bars was considered to have to put in parking. WHY?

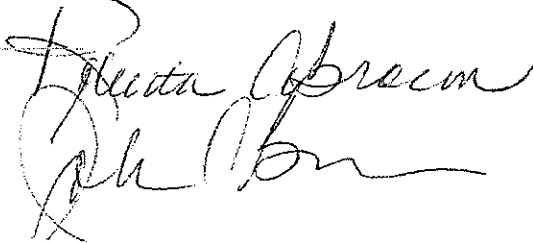
16.3

I don't know why I waste my time with this City Council—they ask and never listen to the residents. As a Woman said the other day, we listen to the council and the planning commission put restrictions on the CUP's to appease the residents at the time and then they usually ignore the enforcement of them.

16.4

I am mailing this with little hope you will pay attention to this plea. Manhattan Beach politicians are as bad as Washington is. They think they know what is better for us then we do and you are actually OUR EMPLOYEES. Too bad we just can't fire you.

Roberta and John A Brown



JOHN A. & ROBERTA A. BROWN
4108 HIGHLAND AVE. #B
MANHATTAN BEACH CA 90266

OCT 27 2000

Manhattan Beach Community Development Agency
1400 Highland Avenue
Manhattan Beach, CA 90266

Civic Center / Metlox Development
Draft Environmental Impact Report
State Clearinghouse No. 99121090

November 22, 2000

My family and I have lived in the downtown areas for the last 7 years. We were able to participate in the original strategy meetings and several subsequent events the City organized in their effort to determine the fate of the Metlox property. We have generally supported the City's effort to develop the property consistent with the small town scope of our local community. I would like to address the Draft Environmental Impact Report (DEIR) and provide comments that represent the local downtown residents. I am providing these comments and circulating a similar version of the comments to my surrounding neighbors for their potential signature. However, with the Thanksgiving Holiday I know many that were simply not able to provide written comments or sign a comment document.

17.1

There are several areas of potentially significant environmental impacts that were not revealed in this DEIR. These areas include, but are not limited too, vehicle and pedestrian traffic at Manhattan Beach Blvd (MBB) & Morningside Drive, increased parking demands on residential streets surrounding the downtown area, inadequate assessment of parking impacts to downtown businesses, and an increase in pedestrian traffic. Where applicable, I have made suggested changes to the proposed mitigation measures.

17.2

All of the proposed alternatives will have significant impacts to local traffic patterns and parking needs in the downtown area. Obviously, the Civic Center only Alternative will have the least effect to local residents. However, the impacts in all alternatives were not always adequately recognized, addressed, or mitigated in the DEIR. For example, the DEIR states, "*unavoidable significant traffic impacts are expected to occur at the following two study intersections during the summer season.*" (Pg. 15). These two intersections are identified as MBB & Valley Drive and MBB & Highland Avenue but the intersection between these two intersections (MBB & Morningside) is excluded. The thought that the completion of a potentially 90,000 square foot commercial market place will not unavoidably impact a bordering intersection is absurd. It should call into question the remaining traffic study data and City staff should demand that contingency measure be identified and acceptable mitigation measures implemented in the event significant impacts are realized.

17.3

NOV 22 2000

Traffic patterns in the downtown area were not adequately addressed partially because of how the Level of Service (LOS) is defined. According to the DEIR page 125, *“it should be noted that LOS values are defined to represent standard roadway movements in typical urban communities and do not take into consideration specific area characteristics according to land uses”*. Manhattan Beach is not the typical urban community and vehicles entering, leaving, or waiting for a parking space often affect traffic. And, vehicles are often hindered because of large volumes of beach pedestrians and these effects to traffic are not identified in the LOS.

17.4

Local residents have seen vehicle traffic (number of trips) and parking problems significantly increase over the last few years. Residents on 10th and 11th Streets generally attribute this to the construction of the Noah’s, Jamba, and Peet’s building at the intersection of MBB & Morningside with no on site parking. The proposed Metlox project will have a significant cumulative effect to this area that has already seen substantial change over the last few years.

17.5

Furthermore, the DEIR does not appear to have adequately addressed the true parking needs all of the downtown area. Although minimum parking code requirements may have been met for the actual project site, the DEIR does not address the fact that parking lots (i.e., lot 5 and lot M), currently used to alleviate parking needs in downtown, will be removed. The overall net effect to the existing parking supply in the downtown area is a reduction that will significantly impact the nearby use of residential streets. This potential effect was not addressed and the associated impacts were not properly disclosed and thus, not mitigated in the DEIR.

17.6

For years, local residents have struggled with noise and trash from local businesses (mostly alcohol serving establishments). As indicated on page 16, *“significant noise impacts would still remain at sensitive noise receptors”*. These sensitive noise receptors are our homes and this project has the potential of significantly destroying the quiet residential areas around downtown if not managed properly. Although, my neighbors and I have consistently attended City Council meeting and called the MB Police regarding noise problems from businesses on Manhattan Avenue, our area was not even considered an effected area. Again, it is absurd that this project will not significantly impact our neighborhood when we have had occasional problems in the past. The DEIR must set up contingency measures that would be implemented if this project causes an increase in trash and noise in surrounding neighborhoods. These contingency measures should have predetermined action levels such that mitigation measures would be implemented in the event impacts are realized. In addition, mitigation should continue until the impacts are reduced to a level below significance and must be set up such that measures are enforceable and should include some type of pre-construction monitoring to establish pre-project levels.

17.7

Noise mitigation during construction (DEIR Pg. 20) should include a restriction on noise hours that is potentially more stringent than general city code because of the size of this project and the proximity to residential properties. In addition, the words “when

17.8

feasible” should be replaced with “if possible” in noise mitigation measures (bullet items 6 & 7, Pg.21).

Traffic mitigation measures are unacceptable. The proposed mitigation measures involve expanding the roadways, doubling turn pockets, and potentially acquiring right-of-way at the intersection of Highland Avenue and MBB. Local downtown residents oppose the idea of expanding the roadways and increasing the number of vehicles in downtown. The project should be scaled down until local traffic, parking, and pedestrian issues can be adequately addressed.

Neighborhood traffic problems are not identified as a potential impact (DEIR Pg. 26) because; “cut-through routes...are confusing...and narrow roadways which do not facilitate a clear cut-through path...”. The author of this section of the report does not likely live in the Sand Section of Manhattan Beach. Significant measures have had to be taken by the City in the El Porto area due to commuter traffic using narrow streets, alleys, and parking lots to avoid traffic. Furthermore, parking problems in the project area will force people into the surrounding neighborhoods looking for “free” parking.

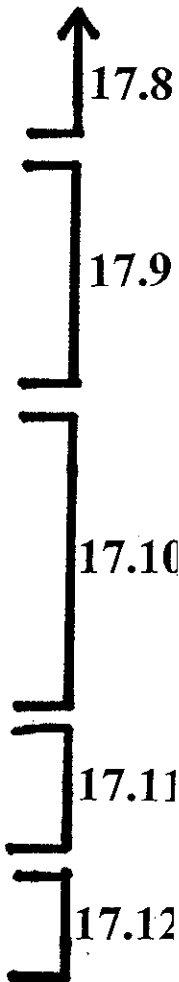
In addition, this project appears to have a potential for inducing growth in our small town according to the legal constraints defined by CEQA. This growth inducement potential should be studied further and appropriate mitigation measures established.

I would urge the City of Manhattan Beach to adopt the Civic Center only alternative or an even smaller commercial development with appropriate mitigation measures.

Respectfully submitted,



James C. Burton
328 11th Street
Manhattan Beach, CA 90266



November 21, 2000

Community Development Agency:

Thank you for the opportunity to comment on the Draft Environmental Impact Report (DEIR) in accordance with the California Environmental Quality Act (CEQA).

We the undersigned believe that the proposed Metlox Project will have significant impacts to local noise, traffic, and parking needs that were not addressed nor mitigated in the DEIR. For example, the DEIR states, *“unavoidable significant traffic impacts are expected to occur at the following two study intersections during the summer season.”* (Pg. 15). These two intersections are identified as MBB & Valley Drive and MBB & Highland Avenue but the intersection between these two intersections (MBB & Morningside) is excluded. Those of us who use MBB & Morningside daily realize that the vehicle and pedestrian traffic have significantly increased simply since the completion of Noah’s Bagels, Jamba Juice, & Peet’s Coffee on the old Beach Liquor site. The thought that the completion of a potentially 90,000 square foot commercial market place will not unavoidably impact a bordering intersection is absurd. It should call into question the remaining traffic study data and City staff should demand that contingency measure be identified and acceptable mitigation measures implemented in the event significant impacts are realized.

Furthermore, the DEIR does not appear to have adequately addressed the overall parking needs of the greater downtown area. Although minimum parking code requirements may have been met for the actual project site, the DEIR does not address the fact that parking lots (i.e., lot 5 and lot M), currently used to alleviate parking needs in downtown, will be removed. The overall net effect to the existing parking supply in the downtown area is a reduction that will significantly impact the nearby use of residential streets. This potential effect was not addressed and the associated impacts were not properly disclosed and thus, not mitigated in the DEIR.

In addition, the DEIR does not adequately address the impact of pedestrian traffic on surrounding neighborhoods and the effect these pedestrians have on vehicles at the intersection of MBB and Morningside Drive (an intersection without signage). For years, local residents have struggled with noise and trash from local businesses (mostly alcohol serving establishments). As indicated on page 16, *“significant noise impacts would still remain at sensitive noise receptors”*. These sensitive noise receptors are our homes and this project has the potential of significantly destroying the quiet residential areas around downtown if not managed properly. The DEIR must set up contingency measures that would be implemented if this project causes an increase in trash and noise in surrounding neighborhoods. These contingency measures should have predetermined action levels such that mitigation measures would be implemented in the event impacts are realized. In addition, mitigation should continue until the impacts are reduced to a level below

18.1

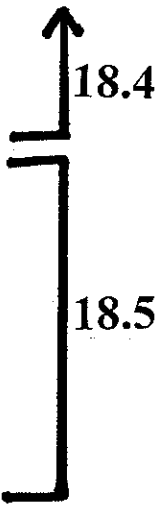
18.2

18.3

18.4

significance and must be set up such that measures are enforceable and should include some type of pre-construction monitoring to establish pre-project levels.

We believe there are significant deficiencies in the way the DEIR has addressed the needs of residents in close proximity to downtown. We urge the City of Manhattan Beach – Community Development Department to re-examine the projects potential increase in noise, traffic, and pedestrians that will significantly impact our neighborhood. In addition, we ask the Community Development Department to include acceptable contingency measures and adequate mitigation with assigned action levels that will be implemented in the event impacts are realized such that they reduce the impact to below a level of significance. Obviously the smaller the final approved project the better.



- | | NAME | ADDRESS |
|-----|---|--|
| 1. | <i>JIM BURTON</i>
JIM BURTON | 328 11 th STREET MB, CA |
| 2. | <i>HENRIETTA STEPHENSON</i>
HENRIETTA STEPHENSON | 329 - 11 th Manhattan Beach |
| 3. | <i>G. BOLT</i> | 341 - 10 th ST. MB, CA |
| 4. | <i>STEVE CAZAR</i>
STEVE CAZAR | 337 10 th St. MB Ca. |
| 5. | <i>Bruce Summers</i>
Bruce Summers | 333 11 th St., MB. |
| 6. | <i>Loretta Summers</i>
LORETTA SUMMERS | 333 11 th St., MB |
| 7. | <i>D.J. Marsee</i> | 1035 Morningside Dr. |
| 8. | <i>D.J. Marsee</i>
D.J. Marsee | 1035 Morningside Dr. |
| 9. | <i>Michelle Burton</i>
MICHELLE D. BURTON | 328 11 th ST. MB |
| 10. | <i>M.K. HEARING</i>
M.K. HEARING | 320 11 th St., #3 |

Richard Thompson

From: p chase [plgchase@hotmail.com]
Sent: Tuesday, November 21, 2000 8:39 PM
To: mettoxproject2@ci.manhattan-beach.ca.us
Subject: Metlox Project Feedback.

Questions regarding the EIR report on any size development of the Metlox site:

1// Why was the July 13-17 traffic strip placed AFTER the entrance to the one-way alley on 13th Street—thereby avoiding an accurate count of vehicles taking the alley to access the parking behind businesses east of Highland between 12th and 13th Street (chiropractor, insurance agency, law firm, numerous others, and the Bank of America), as well as businesses on 12th place?

19.1

2/ If Valley and Ardmore are made two-way from 15th to Manhattan Beach Blvd. and a single entrance/exit off Valley into the Metlox site is designed, would traffic be better contained and better redirected onto Manhattan Beach Blvd?

19.2

3/ Would a single entrance/exit off Valley retain the integrity of the smaller surface streets that surround the Metlox site?

19.3

4/ Would traffic signals on 13th Street@Highland and on Morningside@Manhattan Beach Blvd. be avoided if 13th Street is not extended through to Valley, and a single entrance/exit to Metlox is restricted to Valley only?

19.4

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November, 21, 2000

Community Development Department
City of Manhattan Beach
cc. City Council Members

My concern is simple. The entire EIR was conducted the during the 20 month sewer project, which physically shut down west bound Marine between Aviation and Pacific. The Marine corridor shut down was not factored properly. As a result of numerous traffic diversions from entry points along Sepulveda and Rosecrans the Marine Corridor is already at capacity. The downtown project will heavily impacted Marine as the conductor of additional traffic volumes to Valley and Adrmore.

20.1


Jeri Dearden
2500 Pine Ave.
Manhattan Beach
310-545-0921

RICHARD THOMPSON

11/20/2000

RE: METLOX EIR

I HAVE ALWAYS SUPPORTED COMMERCIAL DEVELOPMENT ON THE METLOX PROPERTY, HOWEVER I AM SURE THAT A 90,000[#] OR A 120,000[#] DEVELOPMENT PLAN WOULD CAUSE AN UNACCEPTABLE LEVEL OF TRAFFIC IN OUR DOWNTOWN, AND WOULD CHANGE ITS UNIQUE CHARACTER. I THINK THAT 55,000[#] PLUS, OR MINUS WOULD BENEFIT THE CITY WITHOUT CAUSING SUMMER GRIDLOCK. IN MY OPINION THE IDEAL USE FOR THE PROPERTY WOULD BE AN INN OR B+B TYPE HOTEL USE, WITH A RESTAURANT. THERE IS NO SUCH FACILITY IN OUR DOWNTOWN AREA AND HOTEL OCCUPANTS WOULD SPEND MUCH OF THEIR TIME WALKING TO THE BEACH & OUR SHOPS AND RESTAURANTS INSTEAD OF DRIVING AROUND.

21.1

I WORK IN DOWNTOWN MANHATTAN BEACH, AND IN THE SUMMER MANHATTAN BEACH BLVD IS OFTEN SO JAMMED UP WITH TRAFFIC THAT IT IS LIKE A PARKING LOT.

MIKE DUNITZ
1440 10TH ST.
MB
(310) 376-1112 X109

NOV 20 2000

November 21, 2000

Richard Thompson
Community Development Department
City of Manhattan Beach
1400 Highland Avenue
Manhattan Beach, CA 90266

Re: Civic Center/Metlox Development Project Draft Environmental Impact Report

Dear Mr. Thompson:

This letter is in response to the Draft Environmental Impact Report for the Civic Center/Metlox Development Project, published on October 2, 2000 (DEIR). I am very concerned that the DEIR conclusions minimize, negate and do not acknowledge a number of very serious impacts.

22.1

TRAFFIC at LOS E and LOS F at many intersections throughout the city is totally unacceptable. The assertion that LOS E is 'within capacity' is very misleading when you consider that LOS E includes "severe congestion".

22.2

It does not matter that these conditions currently exist and therefore are not single-handedly caused by development at the Metlox site.

It does matter that development of a 90,000-sq. ft. commercial project will only exacerbate the situation AND that the mitigation measures presented by the DEIR are infeasible and/or insufficient to solve the problem.

It does not matter that the most significant traffic impact *only* exists 25% of the time – during the summer months. **It does matter** that summer represents the 75% of the time that residents of the community want to spend downtown. Therefore, traffic impacts that cannot be mitigated during this period are most critical and should be considered unacceptable.

22.3

All of the following intersections will suffer negative impacts by the addition of 3,442 trips/day as presented in the DEIR. These impacts must be acknowledged and mitigated:

- Marine and Highland
- Valley Drive and Blanche Rd.
- Ardmore Avenue and Marine/Pacific Avenues
- Marine Avenue and Sepulveda
- Highland Avenue and 15th St.
- Manhattan Beach Blvd. And Valley/Ardmore
- Manhattan Beach Blvd. And Sepulveda
- Ardmore Avenue and 2nd St.

22.4

In addition to serious traffic problems, **VIEWS** will also incur severe impacts and cannot be mitigated if the project is to proceed as proposed. This includes buildings that will stand **4 ft. taller than the rest of downtown** and also contain **a 70 ft. tower**. It is false to conclude that this will not affect views. It is obvious that this does not fit in and blend with the rest of downtown but that it would rise above it and change the landscape forever.

22.5

Finally, I'm concerned that an **ECONOMIC ANALYSIS** has not been included that would assess the impact on the existing businesses downtown. The EIR should address this matter.

22.6

Sincerely,

Susan A. Enk
586 27th St.
Manhattan Beach
310/546-2678

Harry A. Ford, Jr.
54 Village Circle
Manhattan Beach, California 90266-7222
Phone & Fax: (310-546-5117)
E-mail: HarryFordManBch@aol.com

Sunday, November 19, 2000 – Federal Express with confirmed receipt on Monday for overnight delivery and backup copy (without attachments) via the Internet to metloxproject@ci.manhattan-beach.ca.us

City of Manhattan Beach, Community Development Dept. (per notice to provide written comments by 11/22),
and Mayor Lilligren and City Council members Dougher, Fahey, Napolitano and Wilson
1400 Highland Avenue, Manhattan Beach, California 90266-4795

Dear Community Development Department, and City council members:

Re: This letter constitutes public comments on the City of Manhattan Beach ("City"), Civic Center/Metlox Development Project ("Project") Draft Environmental Impact Report ("DEIR") dated October 5, 2000 with comments to be submitted no later than November 22, 2000. This letter should also be part of the public record for subsequent meetings of the City Planning Commission and City Council (Coastal Development Permit "CDP" or Local Coastal Permit ("LCP:"), Master Land Use Permit ("MLUP"), Development Agreement ("MDA") and Fiscal analysis of the Project and it's impact on Downtown) on the Project.

The following is a transmittal letter summarizing my comments on the DEIR, which is followed by my actual comments for the DEIR. In my opinion, this DEIR does not adequately cover the significant environmental impacts on Downtown Manhattan Beach and the surrounding neighborhoods of a Project that could add over 25% to the Downtown commercial space and 54,332 square feet ("SF")(Table 2 – 60%) to the existing Civic Center. The DEIR fails to adequately consider the cumulative impacts of this project on the Downtown Commercial "CD" district and it's surrounding residential neighborhoods. The DEIR is intended to be a document of full environmental disclosure, but it fails in that regard. The DEIR also fails to present information to the public in a way that is meaningful and accessible. These failures take on added significance as the DEIR could be used to further intensify the already overdeveloped and underparked Downtown, with the exemptions (loopholes) in the Manhattan Beach Municipal Code ("MBMC") like those for parking for small developments that are exempt from providing on-site parking, and improperly using CEQA exemptions to not study the cumulative traffic and parking exemptions for new projects of the same type (intensifications of retail to restaurant (bars with alcohol) and fast food, etc.). As reported in the November 16, 2000 Beach Reporter, Hermosa Beach has declared a moratorium on new restaurants to study the impact of these intensifications on traffic, parking, crime and the surrounding neighborhoods. The City council of Manhattan Beach should adopt a similar moratorium and conduct a comprehensive traffic, parking and environmental impact analysis before the issues get out of control as has happened in Hermosa Beach. 23.

I had hoped that the DEIR would be a pro-active document to achieve the vision of the DSAP (Exhibit C) for all of Downtown Manhattan Beach and serve as the planning tool for the mitigation for future development or intensification of Downtown. Unfortunately the DEIR appears to have been developed to only provide the minimum information to get the Project approved. This DEIR will take over a year (original DEIR issue date 3/22/00) and increase by 50% the cost of the original proposal which tells me the DEIR was not adequately scoped and managed. During this time, and the wasted time and money on the 140,000 SF Metlox plan, the City was adding \$25,000 per month of carrying costs on it's original investment in the property. In addition, the City has never produced a Return on Investment analysis ("ROI") on the project including all the costs (outside cost, staff costs, carrying costs, etc.) that have been occurred over the last two and a half years. Past studies and development projects along Sepulveda (Manhattan Village Mall/Target & Blockbuster, future ReMax building), 23.

NOV 21 2000

Rosecrans (1800 Rosecrans, Manhattan Beach Studio's, Bristol Farms center and office buildings and Fry's), Aviation, Manhattan Beach Blvd., Highland, and Downtown always seem to have the "experts" indicating that there will be no problem with circulation and traffic and parking after development, but the actual result is traffic at a level of service of "F" (severe congestion – note even worse with last Sepulveda Corridor traffic study (1.9 – Exhibit E) and parking usually a problem. I am afraid this DEIR also is not in touch with reality.

23.1

At the November 15, 2000 City council meeting a citizen survey was presented by Godbe Research (copied section from report below). It certainly does not appear to me that the City is seriously interested in the concerns of the residents as it relates to development in general and the Downtown and the Project specifically, as evidenced by the 140,000 SF Metlox plan. The small town Downtown group had to go out and get thousands of signatures to stop the ridiculous 140,000 SF plan. Traffic, overcrowding/building, and parking issues are the essence of this Project, and prior intensifications since the 1988 General Plan, and they certainly have not been resolved to protect the small town community and insure future low crime levels and keep Downtown Manhattan Beach from becoming a huge regional draw like the 3rd Street Promenade in Santa Monica.

The last substantive questions in the survey were designed to allow residents the opportunity to indicate the things they like most about the City of Manhattan Beach and the things that they would most like to change in the City to make it better. When asked to identify the one or two things they liked most about the City of Manhattan Beach, the most frequent responses were 'Small town community' (34%), followed by 'Safety / low crime' (33%), and 'Beach / Ocean' (32%). When asked to indicate the one or two changes that are most needed to make the City better, the category most frequently mentioned was 'Traffic control' (26%), followed by 'Over crowding / building' (18%), and 'Parking Issues' (16%).

23.2

a) As further support of my concern on this issue, attached as Exhibit F; the Public Input section of the 1988 General Plan, where 1,010 residents responded (sorted by planning area)). The Key findings of the 2/16/88 Public input survey indicate on page IX-1 are; "Not surprisingly, the major concerns of the residents were: a) density of development, b) parking and c) traffic (both beach and commuter related)."

12 years later it looks like Déjà vu, only more development with no traffic and parking solutions!

The cumulative circulation impacts appear to be clearly underestimated, especially compared to prior studies like the 1988 City of Manhattan Beach General Plan ("MBGP" – select pages in Exhibit A) which showed 9 intersections Downtown with traffic levels of service of "F" and Manhattan Beach Blvd. and Highland Ave. estimated to exceed year 2000 traffic volumes. In addition, other parts of Downtown like Manhattan Ave. and Ocean Drive that will be affected by the Project were not even reviewed. In addition, the traffic data does not appear to reflect the "PEAK" conditions as referred to in the Christopher A. Joseph & Associates ("CAJA") proposal letter of July 14, 1999 (Page B-10). This is especially true for the winter weekends and days which according to this DEIR appear to also include spring and fall. Also, the traffic projections do not go out to 2020 per Caltrans. Do you really believe traffic has improved since the 1988 General Plan traffic data (PS: the City cannot find the detail studies (traffic) for the 1988 General Plan)?

23.4

The DEIR does not even refer to the flawed Downtown Manhattan Beach Parking Plan management report as presented to the City Council on 2/17/98 ("DPMR" – selected pages in Exhibit B) nor is it referenced in the DEIR. There is an inadequate review of the CEQA cumulative impacts on Downtown parking which has always been shared use parking. The flawed parking land use planning model the City purchased from Meyer Mohaddes in 1998 is not even utilized to project cumulative Downtown Parking (Exhibit B, page 57). The action items from the DPMR provided for updated parking counts on a quarterly basis (Exhibit B, pages 77 and 78) that have apparently not been done (no response to 11/8/99 request for public records as of 11/12/2000 – per response received 11/15/2000 no counts so staff ignoring Council action items just like after the 1990 parking study), thus depriving the public of empirical data to evaluate the year around Downtown parking situation. In addition, the City failed to provide Downtown parking counts when they were taking traffic counts in order to

23.5

insure consistent and meaningful cumulative circulation (traffic and parking) data. Table 13 of the DPMR clearly shows a significant increase in Downtown commercial space and there has been a tremendous intensification primarily from retail to higher use restaurant. In particular the high intensity restaurant (with alcohol) and fast food uses significantly exceed the LCP levels. Since these Downtown restaurants are in an area with an extremely high over concentration of alcohol uses, their addition is clearly to bring a regional draw to Manhattan Beach (with additional crime) as the City population has not increased significantly, and there are new restaurants that have not come been up to speed yet (Rock Fish, Waterman's grill, new Hennessey's, Beluga, Chipolte Mexican Grill (McDonald's franchise)). The 6,400 SF of Metlox restaurants and 1,800 SF of outdoor dining (with no parking/traffic forecast in DEIR for outdoor dining or the activities and draw of the Metlox Town Square) will materially increase the current negative environmental impacts. The City is likely to eventually see the same increase in crime as occurred in Hermosa Beach ("Barmosa"). The impacts of the regional draw can be seen in the Economic Impacts section of the Downtown Strategic Action Plan project ("DSAP") as prepared by MIG, Inc. and presented to the City council on December 17, 1996 (selected pages as Exhibit C). The public and business survey from the DPMR overwhelmingly shows that the business and public thought there was a parking problem Downtown, and also there was a merchant parking problem but the DEIR is inadequate as it does not adequately discuss those issues. Also, the DEIR is inadequate as it clearly under parks the Project. For example the DEIR shows 212 parking spaces on Metlox, but 165 employees so there are only 47 spaces for all the customers of the retail and restaurants and office during the week (cannot use the Civic Center as reserved for employees and Library parking). In addition, it still appears that the Civic Center is underparked (refer to my comments in my 1/11/2000 scoping letter – Appendix A). The DEIR also does not discuss how the vested rights in parking in Lot 5, and the heavily utilized temporary Lot M (Metlox) are going to be replaced in the Project or elsewhere in Downtown (190 spaces total). Also, the DEIR does not address the impact of having significant under parked areas in the western quadrant of Downtown where even if additional parking is provided on the Project will not effectively support the businesses in the western parking quadrants. This creates an unfair economic advantage for the Project, which the City is the owner of and approver of this DEIR, to the detriment of the other Downtown small businesses which the City is supposed to protect per the General Plan (Exhibit A – page LU-15). This is also discussed in the 19xx Metlox EIR, which is not referenced in the DEIR.

a) On November 15, 2000 I finally received the land use data detail that I had requested via a request for public records over a year earlier on 11/8/99 to support the data that was presented to the City Council on 10/26/99. As I suspected, there are obvious errors in the data. For example, the schedule is missing the 1219 Morningside office building (1201 Morningside is 9,360 SF + Advanced painting). Also, the schedule is showing bars like Hennessey's as 1 space per 75 SF, versus 1 space per 35 for entertainment (similar issues with the 2/17/98 Downtown parking report – DPMR). These clearly show that the Downtown inventory of parking of 1,444 spaces (DPMR page 57 – excluding the Civic Center) is clearly inadequate, especially as the Code is short parked (i.e. Skechers, Kettle, etc.) and it does not take into account peak periods like the regional draw of special events and nice beach days. The calculations on this schedule show a Code need for 2,067 spaces before adjusting for shared parking and the errors in the schedule (1,444 space inventory). The DPMR was not even referenced in the DEIR, and the cumulative peak parking impacts Downtown (including the inadequacies of the merchant parking program and weekly beach and Downtown events and the regional draw during nice beach days year around) have clearly been underestimated tainting the parking conclusions of the DEIR.

Unfortunately the City has also not produced the Downtown Economic Analysis (as of Nov. 11, 2000) that they contracted with ERA to produce in a four week time frame for \$10,000. The May 10, 2000 Memorandum from Shane Parker (CAJA) to the Civic Center /Metlox EIR subcommittee (meeting agenda - Exhibit D) indicates that the Economic Impact Study was (Delayed) with the comments (ERA needs additional baseline data from Bruce Moe, Finance Director, to complete the analysis. ERA also needs traffic data (assumptions) to ensure internal consistency s/patronage.) As of November 11, 2000 the Downtown Economic Study has not been

released and the City has not provided a date when it will be. Thus again, the City is not providing critical data in order to provide meaningful comments on the DEIR and evaluate it's conclusions.

Other areas where the EIR did not adequately address significant environmental issues are:

- 1) Aesthetics/Views: One only need look at the views in DEIR Figures 9, 10, 11, 12, 13, 14, 15, 16, 17, 18 and 19 to see the numerous overhead utility lines and cellular towers, etc. that block the views around the project. The view photographs also don't show a good view of the alley south of parking Lot 3, and the utility poles between the library and Good Stuff, the light wires that criss cross 15th Street. The DEIR does not even address MBGP Goal 7: Encourage undergrounding of utility lines (Exhibit A). The Metlox tower is a view issue. Also, the 30 foot height of the development is inconsistent with the height limit of the majority of Downtown. Figure 23 on page 97 clearly shows that this project has a higher height limit than the Von's across the street and the rest of Manhattan Beach Blvd. This is a disaster from a design standpoint. Also, the 12th street view corridor is blocked under the current plans and I thought the goal was to be compatible (protect view corridors).
- 2) Impact on surrounding residential neighborhoods: The DEIR clearly does not protect the surrounding residential neighborhoods. There has been significant public testimony over the years on the impact of the Downtown on surrounding residential uses, but that was ignored in the DEIR. MBGP (Exhibit A) Policy 3.1 is to Annually review on-street parking in neighborhoods adjacent to commercial areas;...Policy 5.2 Require the separation or buffering of low density residential areas from businesses which produce....Policy 2.2 Develop neighborhood traffic control plans for those areas which experience the greatest spillover traffic impacts....E. Parking: Institute a system of residential parking permits for areas where off-street parking is in short supply and/or there are conflicts with nearby commercial uses. The results of the surveys of the DPMR clearly indicate that merchant parking is not adequate, and that employees are parking in meters and other areas (on-street unmetered or Residential - total of 49% of employees). Look at the Marine Avenue traffic study and the many public hearings at the PPIC. Manhattan Beach Blvd. is going to be further backed up, and there will be no Downtown parking so the folks are just turning north on Pacific and parking in the residential neighborhoods and walking Downtown. There will be more employees to park in the residential areas also.
- 3) Items not reviewed adequately: The 2/16/2000 CAJA Post-NOP scoping meeting agenda indicated that CAJA recommends Noise, Public safety and Risk of Upset (Soil contamination (may find more problems when underground parking is dug up), asbestos, etc.) but those subjects were not adequately addressed in the DEIR. Also, the study that addressed the \$5.6 million, 72" storm drain down Manhattan Beach Blvd. is not referenced.
- 4) Parking during construction: The DEIR clearly does not address where the a) 217 Civic Center spaces, b) Lot 5 40 spaces, c) Lot M (Metlox) 150 spaces, and the (100+?) construction workers are going to park during the construction. This is a significant environmental impact. One only need look back at the Downtown streetscape to see the significant impact on businesses (lost income) and customers.
- 5) Metlox Town Square (DEIR pages 36 and 38): This is nothing more than a miniature 3rd Street promenade. This should be placed on the Civic Center in the huge open space there. It will end up primarily being a regional draw like the Hermosa Beach Pier Plaza, and 3rd Street Promenade, etc. There was no traffic or parking provided for it's activities, as well as the 1,800 SF of outdoor dining.

In order to determine the historical data for Downtown to evaluate the current EIR I had submitted 7 requests for public records on 11/8/1999. According to a verbal response to my 11/8/1999 request for public records by Richard Thompson on 11/9/2000 the last comprehensive EIR done in Downtown was in 1978/9 for the La Mar

theater. The other responses from 1999, and several new requests from 10/20/2000 have still not been received as of Sunday, November 12, 2000 although they were supposed to be mailed to me. Thus again, the public has been deprived of timely data to evaluate and comment on the DEIR. Also, the verbal comments and discussion at the several hour EIR scoping meeting on January 11, 2000 were not included in the DEIR and should have been. Even though the City said they were making copies of the EIR available for \$20, that did not include the technical appendices like the traffic study which cost an additional \$16 and took another week to obtain. There were numerous problems with the City web site version of the DEIR and it was missing Appendices A, B, and C. The complete DEIR could have been put on CD-ROM at a very low cost, but the City chose not to do that. Because of these and other shortcomings in the DEIR, the comment period should be a) extended for 15 days which is allowed by CEQA (City requested LAX EIR comment period be expanded to 180 days), or I would suggest that the best alternative would be to b) the DEIR should be revised and re-circulated.

23.13

This project is too big and has too many unmitigated impacts for the Downtown and the surrounding residential area. It should be scaled back significantly with lower intensity uses. I would suggest that it have the 30,000 SF 40 room Inn, 3,000 SF day spa, and the 26,411 commercial office or a total of about 60,000 SF. There could be the 212 underground parking spaces, which still should allow about 80 spaces for merchant permits that would be lost in Lot 5 and Lot M. The Metlox town square should be moved to the large open area at the Civic Center. This would also be more consistent with the MBGP Policy 4.1 – Protect all small businesses throughout the City which serve City residents (Exhibit A). When I see a Metlox bakery I eventually see Beckers Bakery biting the dust, like other old businesses on the underparked Manhattan Ave. There is nothing from stopping the developer from coming back later and saying the retail is not successful and asking for more fast food, bars and restaurants. The City has produced no empirical data to show that this 25% additional Downtown commercial space will not become a regional draw. Perhaps that is why we have not seen the Downtown Economic Analysis yet? The DEIR also seriously underestimates the impact of Beach traffic during non summer nice days, and does not reflect the PEAK draw from the surrounding areas for breakfast, coffee, lunch, happy hours, non-summer weekends, special events, etc. Unless the residents are going to spend significantly more money Downtown (which may only rob other areas) the draw for this Project must come from outside the City (regional).

23.14

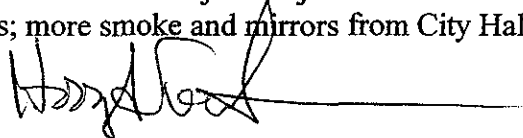
The City has no realistic, comprehensive, prioritized, strategic and long-term (15 year+) capital, operating and financing plan as to how they are going to run the City, pay for the replacement of the aging infrastructure, and the huge WISH LIST of City projects. I do not think the City needs a 99-seat theater and cultural arts center and if so it should be paid for and managed with private donations (possible City support). I do not think with the many new school libraries, and the Internet, and the low usage of the existing library that the City needs to expand the library 150% (12,000 SF to 30,000 SF), nor add another \$600,000+ per year of City costs. These are much lower priorities than the Police and Fire Station, RCC (911 dispatch), existing aging infrastructure (Joslyn center, Manhattan Heights, Strand replacement, work on the Pier, etc.).

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I trusted that the City Council would ensure that the City Staff, all Consultants, and developer would do an extremely comprehensive and realistic job on this EIR & related reports (the FIRST time) to make the best Project possible for the City as well as minimize any risks & costs of litigation/delays for the Project. I have been extremely disappointed with their effort, especially as it relates to traffic, cumulative parking and the impacts on the surrounding neighborhoods. It is just Déjà vu from the 1988 General Plan, and the 1990 and 2/17/98 Downtown Parking studies; more smoke and mirrors from City Hall.

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Sincerely, Harry A. Ford, Jr.



Attached Comments to the Civic Center/Metlox DEIR due by 11/22/2000

- 1) Attached list of Harry Ford Exhibits to the Civic Center/Metlox DEIR (11/21/2000)

List of Harry Ford Exhibits to the Civic Center/Metlox DEIR (11/21/2000):

- A. ("MBGP") selected pages from the 1988 City of Manhattan Beach General Plan as approved by Resolution No. 4472 on 2/16/88.
- B. ("DPMR") selected pages from the Downtown Manhattan Beach Parking Plan management report submitted to the City of Manhattan Beach by Meyer, Mohaddes Associates, as presented to the City Council on 2/17/98.
- C. ("DSAP") selected pages from the Downtown Strategic Action Plan Project, as prepared by MIG, Inc., and as presented to the City Council on December 17, 1996.
- D. Selected Information from the Metlox EIR file in Community Development –
 - a. The May 10, 2000 Memorandum from Shane Parker (CAJA) to the Civic Center /Metlox EIR subcommittee (meeting agenda - Exhibit D)
 - b. The February 16, 2000 Post-NOP Scoping Meeting (Continuing Agenda) prepared by CAJA.
 - c. March 13, 2000 letter from Crain & Associates to CAJA re: Modifications of the Metlox traffic study.
 - d. March 22, 2000 Civic Center/ Metlox Project EIR subcommittee Meeting agenda by CAJA.
 - e. June 23, 2000 Memorandum from Shane Parker, CAJA, Re: Civic Center Metlox Development EIR – Tentative EIR Schedule
 - f. Traffic analysis for Sepulveda Corridor, Prepared by Kimley-Horn and Associates, Inc., Revised December 1996.
- E. Traffic analysis for Sepulveda Corridor, Prepared by Kimley-Horn and Associates, Inc., Revised December 1996. 23.17
- F. ("MBGPBR") Background Report from the 2/16/88 Manhattan Beach General Plan (selected sections - Public Input and Infrastructure – note: the City cannot find the traffic studies from the 1988 General Plan which are referenced in the document.).
- G. Land use (parking) data provided by the City of Manhattan Beach on 11/15/2000 from Request for public records of 11/8/99 (over one year earlier).
- H. City records received on 11/15/2000 (request of 10/20/2000) a) the waiting list for merchant permits which has unfilled requests going back to 8/20/1999, b) the list of 88 merchant permits in parking lot 5 and lot M which will disappear with the Project.
- I. Request for public records of 10/20/2000 for traffic counts. L A County Lifeguards Beach attendance data for Manhattan Beach (Pier Area – MCP – 1st to 17th Street.). The excel file that contains the daily data will be E-mailed to the City. The City of Manhattan Beach, Local Coastal Program, Phase III, implementation program, April 1998.
- J. Miscellaneous documentation

This letter constitutes public comments and questions and suggestions and views and opinions for the DEIR of 10/5/2000, on the Civic Center/Metlox Development ("Project") for preparation of an Environmental Impact Report ("EIR"), and subsequent meetings of the City Planning Commission (Coastal Development Permit "CDP" and Use Permit), and City Council ("Development Agreement" and Fiscal analysis), and Coastal Commission, on the Project

The following, and previous (1/11/2000 EIR Scoping meeting in Appendix A), written comments are attempted to be organized by subject. However, there are numerous areas of overlap for instance between the General Plan ("MBGP"), Land Use Plan ("LUP"), Local Coastal Plan ("LCP"), Manhattan Beach Municipal Code ("MBMC"), Downtown Design City Guidelines, Request for Proposal, ("RFP"), and Fiscal impacts which the Consultant(s)/City staff will have to cover in addressing the comments in their Final EIR.

1) Construction Management:

- a. The EIR does not adequately address the significant issue of parking during the construction period. Parking Downtown is already a problem and depending on how this project is phased it could take out of usage 180 spaces on the Civic Center, 40 spaces in Lot 5, 150 spaces in the temporary Metlox lot, on-street parking on Morningside Drive, and have 100+ construction workers and their equipment that would have to park somewhere. In addition, the merchant and customer spots in Lot 5 and M would have to be addressed. Of the approximately 1,774 spaces Downtown (1,624 inventory including 180 spaces on the Civic Center per the DPMR, plus 150 more spaces on Metlox), this project could affect 23% of the available Downtown parking. One only need look at the 1992 Streetscape project to see what a disaster Downtown construction is. This project could have a significant economic impact on the businesses on Morningside Drive and 12th street and no compensation plan has been developed.
- b. Final EIR and proposed mitigation: I would suggest that the final EIR address this significant issue in detail. The proposed mitigation would be a plan to address this over the multi-year construction, as well as potential compensation for the merchants that will loose business during this period. Other mitigation measures could be canceling large special events, using off-site parking, etc.

2) Impact on Surrounding Neighborhoods:

- a. The DEIR clearly does not protect the surrounding residential neighborhoods. There has been significant public testimony over the years on the impact of the Downtown on surrounding residential uses, but that was ignored in the DEIR. MBGP (Exhibit A) Policy 3.1 is to Annually review on-street parking in neighborhoods adjacent to commercial areas;...Policy 5.2 Require the separation or buffering of low density residential areas from businesses which produce....Policy 2.2 Develop neighborhood traffic control plans for those areas which experience the greatest spillover traffic impacts.....E. Parking: Institute a system of residential parking permits for areas where off-street parking is in short supply and/or there are conflicts with nearby commercial uses. The results of the surveys of the DPMR clearly indicate that merchant parking is not adequate, and that employees are parking in meters and other areas (on-street unmetered or Residential – total of 49% of employees). I had requested merchant parking permit data on 10/20/2000 but as of 11/12/2000 I have not received it. One example I am aware of is that the Kettle (24 hours a day, 7 days a week) only has two merchant permits (per staff). Look at the Marine Avenue traffic study and the many public hearings at the PPIC. Manhattan Beach Blvd. is going to be further backed up, and there will be no Downtown parking so the folks are just turning north on Pacific and parking in the residential neighborhoods and walking Downtown. There will be more employees to park in the residential areas also. I often walk along Ardmore from Manhattan Beach Blvd. to 15th Street

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and down to Pacific and there are huge numbers of cars parked along the streets in the afternoon on weekdays and weekends. With the huge anticipated increase in the LA County population (potential beach goers), and regional draw of Downtown and the Project, the traffic and parking will only get worse in the surrounding residential neighborhoods. This should clearly be studied and mitigated.

- b. Final EIR and proposed mitigation: The Final EIR should provide any empirical data the City used to come to the conclusion on DEIR page 26 that Neighborhood Traffic would not be an issue, and that neighborhood parking was not addressed considering the documentation in the DPMR that merchant parking in residential neighborhoods is an issue. The Final EIR should review the significant impact of the Project and the cumulative shortage of parking Downtown on the surrounding residential neighborhoods and develop a detailed plan to address this significant issue. In accordance with the various General Plan sections cited above, the traffic and parking in the residential neighborhoods east of the Project and Ardmore, from 8th to 17th street, and west to Pacific should be studied. A residential parking permit program for this area should be developed that protects the neighborhoods from the intrusion of Downtown employees, and others (Downtown customers) from taking up all the available parking in the residential neighborhoods.

3) Parking in Lot 5 and Lot M (Metlox) not being replaced in plan for Project:

- a. The DEIR does not address the replacement of the parking in Lot 5 and Lot M (eliminated as part of plans for Project), which is highly utilized, as part of the Project thus the DEIR has not adequately addressed the cumulative parking issue. Lot 5 is a lot that has been around for many years and the businesses using that lot (and all Downtown businesses having access to merchant parking) should have vested rights that would have carried over from the old vehicle parking districts (VPD's) and the Business Improvements districts (BID's) which have been accumulating funds (approximately \$1 million in the Downtown BID A under the custodianship of the City) for construction of new parking for many years. Attached as Exhibit H are a) the waiting list for merchant permits which has unfilled requests going back to 8/20/1999, b) the list of permits in parking lot 5 and lot M. This parking represents real parking demand which has not been addressed in the DEIR, along with the merchant parking program deficiencies noted in the DPMR (2/17/98). Also, for years the City has been looking at new parking like the expansion of lot 1, the expansion of lot 2 (DPMR action item), and building more parking on Metlox to meet the demand. None of those items happened or are they proposed in the DEIR. The DEIR has failed to address these CEQA cumulative parking, and legal, issues.

- b. Final EIR and proposed mitigation: The final EIR should clearly address how the loss of parking in Lot 5, Lot M, and the deficiencies of the Merchant parking program, Downtown parking, and the action items from the 2/17/98 DPMR including the loopholes in the Code related to Downtown parking are going to be addressed for the purposes of the CEQA cumulative parking impacts from this development on Downtown. The Final EIR should also address the legal (vested) rights the Downtown merchants who have been using Lot 5 (or have access to it through the Merchant parking program) have to convenient new parking in Downtown when their lot is being eliminated. These issues should also be reviewed in light of changes that should be incorporated in the parking sections of the LCP and LUP. The proposed mitigation is to provide adequate parking for all merchant employees, including but not limited to those in lot 5 and lot M based on a detailed empirical study of the issues and solutions.

4) Water/Storm Drains/Sewers: I believe the EIR, and subsequent reviews, should study the possibility of environmental effects of water/ storm drains/ sewers on the project.

- a. The 1999-2004 City Capital Improvement Plan ("CIP") has an unfunded \$5.6 million project to; Construct a 72" reinforced concrete pipe storm drain in Manhattan Beach Blvd. from Dianthus Street to

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the Pier. The justification noted in the CIP states: The Storm Drain Master Plan identified many deficiencies in the City/County storm drain system serving the City. The project would provide relief for the existing County drain system downstream of the intersection of Dianthus Street and Manhattan Beach Blvd. All drainage south of Manhattan Beach Blvd. would be carried to the beach by this drain. All storm drains, water lines (lead fittings), and sewer lines in the vicinity and passing by the Project should be identified and the long-term potential environmental and fiscal impact should be mitigated with this Project. Also, this item could affect Fiscal, Downtown businesses, residential impacts, noise, construction management, etc. Since this pipe runs directly by the Project, and there could be serious impacts on Downtown businesses and residents of not doing the project in conjunction with other sidewalk, hardscape, street and traffic and circulation improvements, thus this should be a high priority to review and mitigate. In addition, if you look at the incredibly long time the current project on Marine Avenue (Sepulveda) has been taking there could be a terrific fiscal impact on the Downtown businesses. There have been several major storm drain problems in the City in the past and it is important for the City to minimize the risk and cost of future problems. The City should document and raise the priority of the many projects to replace and enhance the City's aging infrastructure and to provide a Strategic Plan, and Long-range Capital and operating plan to insure all the highest priority projects are done first and "pay as you go" funds are available (note: City borrowing, and increased water rates, for ignored (not addressed in a timely manner) water system problems).

- b. Final EIR and proposed mitigation: The storm drain master plan should be reviewed and referenced in the DEIR to validate that there will be no impact from not doing the above referenced major storm drain, or other Downtown storm drains which may have downstream flow from old houses that are being torn down and replaced with houses with more lot coverage that increases storm run-off. If there is a potential environmental impact from this storm drain and the future increase from surrounding projects, it should be documented in the final EIR and proposed mitigation measures developed and documented and implemented.

5) Water-

- a. I think the EIR should review the possibility of having lead, or other chemicals in the water. The November 18, 1999, Beach Reporter Newspaper has an article "Lead found in school water supplies." The Pacific School right up the street was one with high lead levels. The Metlox and Civic Center sites are quite old, thus there is the possibility of having lead, or other chemicals, in the water and thus the EIR should review the water supplies and provide any appropriate mitigation measures. This is especially important because of water fountains at the Library, City Hall, Police and Fire, and the future Metlox site. As noted in the articles, the water should be allowed to rest before testing. Also, any old lead pipes, water fountains, or joints should be replaced. This could also extend to streets that are torn up as part of the construction (Manhattan Beach Blvd., Morningside, 13th, 15th, etc.). The analysis should show the last time the water was tested, and what the ongoing testing program is.
- b. Final EIR and proposed mitigation: The final EIR should show actual water counts, including those for Chromium 6 and other chemicals. It should specifically address the article in the Daily Breeze, of 10/6/2000 that indicated chromium 6 was found in the water at 43 County sites, including the County Library which is part of this Project and the DEIR.

6) Sewers -

- a. Due to the old nature of the City's infrastructure there is a possibility of problems with sewers. They should be reviewed and any problems mitigated as part of the EIR, and development. The 1988 General

Plan policies (Public Facilities) provide that all new development bears the cost of water, sewage, and storm drains. These should be clearly & fully documented in the financial analysis.

- b. Final EIR and proposed mitigation The final EIR should specifically address any sewer studies, reference them in the documents, and evaluate their results as it relates to this Project, and the Downtown in general to insure any sewer issues are addressed and mitigated to a level of insignificance.

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7) Under grounding Utilities & Views & Aesthetics & Metlox Tower :

- a. One only need look at the views in DEIR Figures 9, 10, 11, 12, 13, 14, 15, 16, 17, 18 and 19 to see the numerous overhead utility lines and cellular towers, etc. that block the views around the project. The view photographs also don't show a good view of the alley south of parking Lot 3, and the utility poles between the library and Good Stuff, the light wires that criss cross 15th Street. There are utility lines by Lot 5 which head north by Good Stuff. There are numerous utility lines which are not on the site but could affect the views of surrounding areas and this Project. Examples are a) across the street to the west on Morningside Drive, b) Ardmore from Manhattan Beach Blvd. ("MBB") to 15th Street, to the west and south of parking lot 3 which go down the alley horizontal to MBB, c) alley behind Bank of America, etc. There is a possible fiscal and construction impact of not doing these undergrounding of utilities at the same time as the Metlox development. All utility easements surrounding the property should also be reviewed in the Final EIR and taken into account in the plans, and possible mitigation. Rule 20A funds were previously set aside to pay for under grounding of utilities Downtown, but were subsequently transferred to pay for 100% of the Sepulveda improvements. I think this decision should be revisited so there will be Rule 20A funds, and lighting and landscaping district funds, available to pay for the Downtown utility undergrounding also. This should also be clearly identified in the financial analysis for the Project, including who is paying. The DEIR does not even address MBGP Goal 7: Encourage undergrounding of utility lines (Exhibit A). The Metlox tower is a view issue. Also, the 30 foot height of the development is inconsistent with the height limit of the majority of Downtown. Figure 23 on page 97 clearly shows that this project has a higher height limit than the Von's across the street and the rest of Manhattan Beach Blvd. This is a disaster from a design standpoint. Also, the 12th street view corridor is blocked under the current plans and I thought the goal was to be compatible (protect view corridors).

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- b. Final EIR and proposed mitigation: The final EIR should address all above ground utilities (including cellular and radio antenna, satellite dishes, bi-pole on top the 1201 Morningside building), the Metlox tower (include cells, etc. hidden in tower), and their impact on views and aesthetics. Proposed mitigation is to address the views and aesthetics more fully in the Final EIR, and to come up with recommended solutions.

8) Metlox Tower and aesthetics and Views of various communication devices :

- a. I had suggested at the June 23, 1999 Planning commission meeting that the Metlox tower include all of the communication devices from the entire Project, so that the unsightly towers and antenna and satellite dishes can be eliminated. This would include taking down any of the existing communication and TV antenna on the total site. The antenna and dishes could then be screened in the tower. The fiscal analysis of this item should be clearly identified in the financial analysis for the Project. This could include the consolidation or screening of a) large tower between the City hall and fire station (use existing pole inside the Metlox tower to save costs), b) antenna by Police station, c) large unscreened satellite dish between fire and police station, d) any new communication or satellite dishes for the property, e) unscreened satellite dish on the H20 building and large box and monopole antenna on top of the Morningside office building (if not permitted remove). The cumulative CEQA impacts of the various

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antenna and towers should be reviewed, as in the future there will likely be more demand for communications equipment that could be consolidated in the Metlox tower.

- b. Final EIR and proposed mitigation View corridors, etc. Address the Metlox tower in the final EIR and proposed mitigation, including putting the existing and future utilities, satellite dishes, etc. in the tower to screen them from the public view.

9) View corridors:

- a. One of the items that had been included in the plans from the beginning was the maintenance of the view corridors down the various streets that currently exists (15th, 13th, 12th, MBB, etc.). However, in the last several plans Tolkin/City have put a building in the 12th street view corridor. I had mentioned this in writing at the meetings on the project (comments not summarized and distributed), and discussed with Peter Tolkin. I think it is a grave mistake to eliminate the view corridors that currently exist. The City Council may remember how this issue recently came up again in the granting of “questionable” encroachment permits on the walk streets (33rd Walk Street / 3220 Strand, etc./ City Council agenda item 99/1207.14.). I think this design also is inconsistent with the RFP goals (page 8) of “keep the development at a low scale and architecturally compatible with the Downtown.”
- b. Final EIR and proposed mitigation: The Final EIR should address the issue of restoring and protecting view corridors. In particular, mitigation should be in place to protect the 12th and 13th street view corridors.

10) Reduce height limit 30’ of the Project to 22’ (26’ with a pitched roof) consistent with the rest of Downtown (DEIR Figure 23, page 97)

- a. Dave Wachtfogel, resident and former Planning Commission member, has raised this excellent suggestion. The Code currently has an area with a higher height limit on Metlox and some building across on Morningside Drive, that are higher than the rest of Downtown. I think this is inconsistent with the RFP goals (page 8); “keep the development at a low scale and architecturally compatible with the Downtown.” This could make the profile of the building along MBB different than the rest of MBB. This could also reduce the scale of the project and make it more like the rest of Downtown. This change in the Zoning Code should be made before any entitlements are made on the property (“Development Agreement”). It does not make any sense to have the Von’s property across the street, and the rest of Manhattan Beach Blvd. as a lower height than this property. This is architecturally inconsistent.
- b. Final EIR and proposed mitigation: Reduce the height limit on the property to be consistent with the rest of Downtown as indicated in the DEIR, Figure 23, page 97, before any development agreement (MDA) is signed or binding commitments are made by the City.

11) Earth (Soil Contamination) and risk of contamination from demolition:

- a. I think the Final EIR should review and evaluate the possibility that there is, or will be, environmental contamination at the Project when the police and fire station is torn down, and when the underground parking garages are dug, and address what possible mitigation measures are appropriate. This should also clearly address the financial risk (refer to Santa Fe property lawsuits). I would suggest that the Final EIR should include a Phase I environmental review of the Civic Center site due to the possibility of environmental contamination, or a review of the existing Phase I environmental review, and that the report be included as an appendix to the EIR. The Civic center site has the possibility of having environmental contamination for a variety of reasons. It is next to the Metlox site which has had

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documented environmental contamination. The Police and Fire facilities are 1950's vintage, which could have asbestos or other contamination. Where has the fire department stored any hazardous chemicals since the site was started? The site is also next to the old Santa Fe railway, which is a documented environmental risk factor. In addition as the parking garage is dug new items could be found. The Fiscal and risk analysis should show who would be responsible for any cleanup.

- b. Final EIR and proposed mitigation: Insure that there is adequate oversight of the environment risks on the site while excavation and demolition is taking place so that any asbestos, soil contamination or other potential environmental affects are identified and handled according to all California and U.S. laws. Also, a phase I environmental review should be done for the Civic Center site.

12) Metlox site –

- a. I had previously requested via E-mail to Bobby Ray to review the latest environmental reports for the Project but did not get a response. I would suggest that the Final EIR include an environmental review and assessment of the site. The site goes back to at least 1927. The Hydro-Search, Inc. 1989/1990 environmental reviews of the property showed numerous areas of environmental contamination (Asbestos, Zinc, Cadmium and Lead). At several City meetings the City Staff indicated that the site was "CLEAN." While some remediation probably took place, it is unlikely that the City can guarantee that the site is clean, nor that the reputable environmental consultants made that finding. There were only limited borings on the site in 1989/1990, and thus there is the possibility that additional contamination will be uncovered when the two level deep parking structure is dug. The Final EIR for the Project should review the existing environmental situation at the site, include any reports as attachments to the EIR, and discuss the risks of discovering additional contamination. The Fiscal and risk analysis for the Project should disclose who would be responsible for any cleanup should additional contamination be discovered (Atchison, Topeka and Santa Fe Railway and/or Dunn companies, and/or the current owner the City). The EIR appendix should also include any indemnification(s) for environmental or other issues the City got before they bought the property (note: Same with TRW park (parking lot) property which is on the old Chevron Tank Farm?).
- b. Final EIR and proposed mitigation: Incorporate all prior environmental reviews of the Metlox site in the Final EIR (reference in document), and have the proposed mitigation measures documented. If the site is sold to the Tolkin's or subsequent developers, all environmental clean-up risk should be transferred to them as part of the transaction, incorporating all legal indemnifications the City obtain when they acquired the property. The clear title of the property, including environmental disclosures and indemnifications should be documented in the final EIR and all mitigation necessary to mitigate any environmental exposure (risk) should be mitigated and documented in the Final EIR.

13) Noise: I would suggest that the Final EIR review the possibility of noise impacting the Project, and provide for effective and proactive mitigation measures (comments later on aircraft noise).

- a. Final EIR and proposed mitigation The proposed 40-room Inn is next to the main police and fire (paramedic) station for the City. There are thousands of calls for service each year of which many could be with extremely noisy sirens. The acoustic design of the Inn and other portions of the project should mitigate the sounds of emergency vehicles, and traffic especially at night and on weekends and City designated holidays.
- b. For a project of this size there could be dozens of trash containers (dumpsters) which need emptying. This creates an extremely high level of noise. The hours for trash pickup at the site should be regulated

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to those of the Noise Ordinance for construction hours to mitigate the noise on the Inn, town plaza, and surrounding residential neighborhoods. The same noise mitigation should also apply to delivery vehicles.

c. The hours of operation for construction should be consistent with the City Noise Ordinance. An emergency permit for 24-hour construction should not be issued unless the City can guarantee that the noise will not affect the surrounding neighbors. Monitoring and enforcement of the noise from the site should be proactive to mitigate any short-term noise impacts (refer to CAJA 1997 EIR for the Santa Monica Public Safety facility for possible mitigation measures).

d. The hours of operation and events at the Metlox Town square should be identified in the Final EIR. Looking at the design of the project, there is an open area from the Town Square going east near 12th street that could produce noise from events as noted on DEIR page 38 (Live Music and Performance on the Square). With the westerly wind direction you can hear music from events at the beach at 13th and Ardmore, thus it is likely that music from events in the Town Square could be heard at the residences at Ardmore unless there was specific wording in the Development Agreement and any Planning Commission approvals that protected the residential neighborhood's along Ardmore and 12th street from noise from the Project. These mitigation measures should be specifically addressed in the Final EIR, and any Planning Commission approval of the Project.

14) Cultural Resources:

a. The Metlox (Project) site should be review for possible cultural resources, especially the Metlox sign and inclusion of "Metlox pottery" in the site. While not currently a locally designated historical landmark, there are aspects of historic significance of the "Metlox" brand that should be considered in the Final EIR, and design of the project. A book has been written on Metlox potteries and Metlox is a nationally recognized brand (see ebay.com, etc.). Also, the Metlox sign on the southeast corner of the site has been mentioned for inclusion in the project, as well as other items of historical significance (sign over Manhattan Beach Blvd). The recent remodeling of the Civic Center library showcases many historical photos, which could tie into the cultural history of the site, and City.

b. Final EIR and proposed mitigation: Include description of items of possible historical significance related to the Metlox Pottery and sign over Manhattan Beach Blvd. as part of the Final EIR.

15) Shadows, Light and Glare:

a. The Final EIR should review the possibility of shadows, light and glare of the Project, especially as it relates to the Metlox Tower, cellular towers, and glass from office buildings or windows or decoration from the project.

b. Final EIR and proposed mitigation: Include mitigation of Shadows, Light and Glare from the project as specified above.

16) Trash and Recycling: Due to the existing trash problems Downtown, the City should review the issues of trash with this project and how to mitigate the impact of trash in the Downtown.

a. Final EIR and proposed mitigation: The Daily Breeze newspaper for Saturday, December 18, 1999 had an article entitled "Recycling goals in the dumps." It is reported that Manhattan Beach's rate is 32% for 1998 (50% goal). The fines can reach \$10,000 per day if diversion rates do not improve by the end of 2000. The article also states; "Rolling Hills Estates and Manhattan Beach had similar experiences, which is why the state threw out their 1996 figures." I have encouraged additional commercial recycling for many years. This was brought up in the appeal of 328-332 MBB for the Jamba Juice, Noah's bagels, and

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Peet's coffee. I also raised this issue on other intensifications of use like Francesca's, Hennessey's, etc. I hope that the City will provide a plan that exceeds their recycling goals as soon as possible and includes the Metlox, Civic Center, and other Commercial businesses in the plan. The orange-lidded recycle cans that used to be around town, and in Downtown, have mainly disappeared, and perhaps that program should be re-instituted as a mitigation measure in the Final EIR.

- b. The City has had a serious problem with visible (commercial) trash in the Downtown for many years. This was recently again documented and discussed in the City council Downtown Trash Implementation Plan (City Council Agenda item; 99/1116.23). This had also been one of the action items from the 1996 Downtown Strategic Plan walkthrough. As of this weekend the weekend of 1/8/2000 there was still considerable visible trash in the Downtown, and I have reported to the City since that time. The original plan called for potentially having a central site for collection on the Metlox or Civic Center site for businesses that do not have a trash container on their property, and are now using the sidewalk or public trash cans. This should be looked at as one of the Final EIR mitigation measures due to the negative aesthetic, health, and safety concerns of having open trash in the public right of way.
- c. The EIR, or subsequent City reports, should look at **locking** the trash dumpsters (or trash area) to avoid the crime of scavengers (MBMC section 5.24.060 G) and potential issues with the homeless. I had suggested this in the past with new trash containers like at Jamba Juice, Noah's Bagels and Peet's Coffee, which seem to attract transients (homeless). The trash cans should also be locked to prevent homeless people from raiding or sleeping in them (heard of one case Downtown). Businesses in other cities did this long ago (Ralph's Market, etc.). One of the mitigation measures in the Final EIR, or planning commission resolutions, should be that the City should amend the Code to lock commercial trash cans to avoid the attractive nuisance of unlocked trash cans.
- d. The City should look at bringing back the sidewalk sweeper (broke blue tiles) they bought for the Downtown Streetscape when the \$1 million dollar blue and gray tiles (with interest) are replaced with concrete tiles around the Project, in order to do a better job of keeping the sidewalks clean and attractive.

17) Crime and alcohol uses: There Final EIR should have a specific analysis of the impact of additional crime from this Project and a plan to mitigate that crime, and provide that the businesses that come into the Metlox site pay for their fair share of the cost of crime and other City services. If not done with the EIR, this should be addressed in the planning commission approvals for the project, and the development agreement.

- a. Final EIR and proposed mitigation: There is a serious problem with alcohol related crime in the City. A January 1996 report by Capt. John D. Hensley (Jail services delivery options Research Project) noted that for 1994 there were 44% of total booking, or 1698, for alcohol related crimes. For 1995 the number was 1558 bookings, or 45%. A December 4, 1998 letter from Ted J. Mertens, Police Chief, indicated that for 1996 bookings dropped substantially but then increased again in 1997. The EIR should also refer to a letter dated November 25, 1998 from Ted J. Mertens, Police Chief, re: Problems related to the purveying of alcohol, and a letter dated November 3, 1998 from Robert V. Wadden, City Attorney, re: Alcohol CUP's. A chart prepared by the Community Development staff of the # of alcohol licenses by Census tracts indicated for the two census tracts along the beach nine on sale and 8 off-sale permits would be authorized, but there were 41 on-sale and 9 off sale permits issued. Since the time of that schedule there have apparently been numerous new permits issued or expanded into a more intensified use. Possible examples are Francesca's, Bacchus, Soleil, Salty Dog, Hibachi replacement (Beachwood), etc. There have been a large number of restaurants shown in the Metlox plan. At the recent Soleil hearing the applicants representative indicated that a bar and full liquor license were needed to compete in Downtown Manhattan Beach. I would suggest that the City update all of the crime and alcohol related reports for the Final EIR, and subsequent hearings on the development agreement to present a clear

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picture of the risk, costs and rewards of issuing more alcohol permits (or expanded uses) in the Downtown, especially without the addition of needed parking. I would also suggest that the City consider declaring a moratorium on new or expanded alcohol licenses, and capping the # and square footage of alcohol uses that are allowed in the Downtown. There has been considerable discussion of the issue like at the Soleil, Harvey Washbanger's and Hillery's hole in the wall public hearings. Remember, that "Hooters Bar and Restaurant" also was looking to get into Manhattan Beach. We don't need an expansion of the existing "Restaurant/BAR ROW with the regional draw of Valet Parking" or becoming more like Hermosa Beach (Barmosa). As reported in the November 16, 2000 Beach Reporter, Hermosa Beach has declared a moratorium on new restaurants to study the impact of these intensifications on traffic, parking, crime and the surrounding neighborhoods. The Final EIR should discuss this issue and a possible mitigation measure is for the City council of Manhattan Beach to adopt a similar moratorium to Hermosa Beach's and conduct a comprehensive traffic, parking and environmental impact analysis before the issues get out of control as has happened in Hermosa Beach.

- b. I would suggest that the Final EIR and any entitlements on the property indicate that the Metlox commercial businesses pay for their own security and provide enhanced security to protect the public, especially in the risky underground parking and from the expanded restaurant/bar uses. The City has set a precedent by letting the Manhattan Village Mall have their own security force. Also, other businesses along Sepulveda and Rosecrans have hired private security guards. The taxpayers should not have to pay for the cost of the expanded crime risk at Metlox, other than normal police and fire duties. The 90,000 SF commercial Project is over a 25% increase in the total amount of Downtown commercial uses, and could bring in a high crime rate especially with the restaurants/bars and underground parking. There should be an extremely high level of security in the underground parking including quality 24-hour video cameras, with tape and roving patrols to mitigate possible crime issues.
- c. I would suggest that to mitigate crime in the City the new Police and Fire station include enhanced security for the Public. Cities like Beverly Hills have installed in front of their police department spaces where individuals can go who are concerned about crime, being followed, etc. Their area in front of the police station has video surveillance and an emergency call box like those the City recently installed. The City might also want to investigate the cost/benefit of the video option to their emergency call boxes to reduce false alarms, and monitor possible criminal activity (Sand Dune Park). The City should also consider putting an outside ATM in the high security spot in front of the new police station, or inside the lobby of the new police station to have a safe spot for night-time ATM transactions and a safe spot for potential follow home robbery or car jack victims to go.

18) Goal 3 of the RFP/DSAP was to Protect and encourage streetscape amenities:

- a. Final EIR and proposed mitigation: The Final EIR should clearly indicate that the Downtown Streetscape amenities have been included in the design of the Civic Center and Metlox site, the Project, in order that the design go throughout the Downtown and tie the Project together with Downtown. The broken Japanese blue and gray tiles should be replaced with a more durable and serviceable model, so that the Streetscape design can integrate the Project into the rest of Downtown and not provide for unnecessary costs of maintenance.

19) Goal 2 of the RFP/DSAP was to Preserve and enhance the pedestrian orientation of Downtown Manhattan Beach.

- a. Final EIR and proposed mitigation: The Final EIR should have a proposed mitigation measure of having pedestrian access, with a street light, at 13th and Valley, in order to get across Valley as there is no pedestrian crossway from Manhattan Beach Blvd. to 15th Street by the Police station and that access in

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problematic. I see numerous people cutting across illegally to parking lot 8 or joggers who cut across the middle of the street at 15th and MBB, which should be made safer. The resident's east of the project apparently did not want traffic from 13th street to go through to Ardmore, but that should also be considered to increase circulation. Also, since the building has been put in the 12th street view corridor, access to parking lot 3 and 12th street is not as accessible. Dana Ireland, owner of H20, had indicated at one City meeting that he may be willing to listen to having his parking lot as part of the project. I think serious consideration should be given to the alternative to improve the traffic and pedestrian circulation of the project and make it consistent with the existing traffic and pedestrian grids. I would also suggest that the City consider not having bikes, skateboards, roller blades, razors scooters, electric or gas powered scooters, etc. in the Metlox Town square due to their safety problems in colliding with pedestrians, strollers, etc. that will be using the plaza. They are already banned in other parts of Downtown and at the Pier. Enforcement should be improved.

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- b. I think that all the Coastal Access policies should be reviewed as part of the Final EIR for the Project, and subsequent planning commission hearings. In particular, Chapter 4; Policy 1.A.1: The City shall maintain the existing vertical and horizontal access ways in the Manhattan Beach Coastal Zone. Policy 1.A.4 includes alleys. The recent changes to add benches, tables, chairs, and sidewalk dining in the narrow public right of way appear to be in conflict with the LCP and the elimination of those items in the right of way should be a mitigation measure for this Project, and the rest of Downtown. The people sitting in the benches eating like in front of Manhattan Pizzeria certainly restrict access to the already narrow public sidewalks. The City of Beverly Hills requires a FIVE-foot clearance for outdoor dining. When I participated in the DSAP public hearings in 1996 the people wanted outdoor dining like Good Stuff, Coffee Bean, Kettle, etc. and not this restricting of the already narrow sidewalks. With the over 25% increase in commercial space from this Project, and the expanded Civic Center development the already narrow sidewalks will be overburdened and the mitigation measures for the Final EIR should specify that at least the current sidewalk should be clear for a five foot area throughout all areas of the Project.

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20) Aesthetics:

- a. Final EIR and proposed mitigation: The Final EIR, and subsequent planning commission review, should review the negative aesthetics that have been generated over the last several years with changes in the sign Code, and ineffective Code enforcement. These changes will increase the likelihood that the Metlox site will not have the high quality look of a Beverly Hills or Carmel who have more restrictive sign codes and better enforcement. Rather these changes will likely continue the slide of Downtown towards looking more like a trashy tourist town. Some of the changes have allowed more permanent signs on the corners, and more temporary signs, more white lights (Christmas lights up all year around), more signs on the sidewalks, etc. Examples are Samurai Sam's just north of the Kettle, and Door to Door valet cleaners on Manhattan Avenue, and Sun and Moon Café on Manhattan Avenue. Another example is the illegally approved Skechers Sign at 1121 Manhattan Ave. The DSAP participates and action items called for proactive code enforcement. However, based on requests for public records, the City only issued 42 temporary sign permits for the whole City for the 33 months ended March 31, 1999. In addition, a City response to my request of 10/31/97 noted that there were no current bonds on file for new racks, the City has no current permits for benches in the public right of way, and the City has no permits for temporary signs in the public right of way. This is obviously poor enforcement. The Code, and related enforcement, for signs, new racks, items in the public right of way, trash, etc. should all be reviewed before any entitlements are granted to the Metlox property and effective and timely mitigation measures should be put in the Final EIR and subsequent planning commission approvals.

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21) Alternatives to project with less density and traffic impacts should be addressed in the Final EIR:

- a. Final EIR and proposed mitigation: I think the Final EIR should include a proposal to mitigate the negative traffic and parking impacts of this Project. This Project is too big and has too many unmitigated impacts for the Downtown and the surrounding residential area. It should be scaled back significantly with lower intensity uses. I would suggest that it have the 30,000 SF 40 room Inn, 3,000 SF day spa, and the 26,411 commercial office or a total of about 60,000 SF. There could be the 212 underground parking spaces, which still should allow about 80 spaces for merchant permits that would be lost in Lot 5 and Lot M. The Metlox town square should be moved to the large open area at the Civic Center. This would also be more consistent with the MBGP Policy 4.1 – Protect all small businesses throughout the City which serve City residents (Exhibit A). When I see a Metlox bakery I eventually see Beckers Bakery biting the dust, like other old businesses on the underparked Manhattan Ave. There is nothing from stopping the developer from coming back later and saying the retail is not successful and asking for more fast food, bars and restaurants. The City will still have a financial interest in making the project successful (Development Agreement) and thus could lose their independence in making decisions that will affect the rest of Downtown as the Project will have a competitive advantage with it's location and parking. The City has produced no empirical data to show that this 25% additional Downtown commercial space will not become a regional draw, and that data if it exists should be included in the Final EIR. Perhaps that is why we have not seen the Downtown Economic Analysis yet? The DEIR also seriously underestimates the impact of Beach traffic during non summer nice days, and does not reflect the PEAK draw from the surrounding areas for breakfast, coffee, lunch, happy hours, non-summer weekends, special events, etc. Unless the residents are going to spend significantly more money Downtown (which may only rob other areas) the draw for this Project must come from outside the City (regional). The empirical documentation for the conclusions in the DEIR that the project is not going to be a regional draw should be included in the Final EIR. If those are only undocumented opinions, that should be so stated in the Final EIR.

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22) 30,000 SF library and 10,000 SF cultural arts center (99-seat theater):

- a. Final EIR and proposed mitigation: The Final EIR should not include any of these two projects for a variety of reasons, including their impact on traffic and parking. I do not think the City needs a 99-seat theater and cultural arts center and if so it should be paid for and managed with private donations (possibly some City support). I do not think with the many new school libraries, and the Internet, and the low usage of the existing library that the City needs to expand the library 150% (12,000 SF to 30,000 SF), nor add another \$600,000+ per year of City costs. These are much lower priorities than the Police and Fire Station, RCC (911 dispatch), existing aging infrastructure (Joslyn center, Manhattan Heights, Strand replacement, work on the Pier, etc.). I would rather see the \$10 to \$15 million for these new facilities, including parking and increased operating costs, used to reduce the amount of the police and fire bond, or to provide additional customer subterranean parking in the vacant space that is shown on the plans. The construction, parking and operating costs of these facilities should be shown in any approval to the City council to determine what priorities the various facilities have in the design and long range City budget. There is not a demonstrated market for another theatre. The Hermosa pavilion theatre and Bijou are gone. The Redondo Beach performing arts center at Aviation and MBB serves the community needs, along with the many other theatres in Southern California. The City worked for over five years to develop a theatre/Cultural arts center at Manhattan Heights with a building cost of up to \$2.1 million and undisclosed operating costs, but that project did not get support to complete it and now still as not been completed nearly six years later and the City will end up with a remodeling dysfunctional 3 classrooms for \$2.1 million. This 10,000 SF Cultural arts center is not a high priority item and should be deleted from the plan unless it can get private funding to build and operate it. An article in the Daily Breeze dated June 1, 1998 entitled Torrance's money pit? Indicates "Torrance's subsidy of the Cultural Arts

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Center has climbed to \$ 1 million a year – four times the estimate when a previous City Council approved the facility in 1990.” The current library is not being fully utilized and the high tech library of the future will not need more space. I would rather spend my money on an ISP and high speed Internet access line than an expanded library with significantly higher operating costs.

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23) Loading and Unloading (MBMC 10.64.210) and Trash pickup:

- a. Final EIR and proposed mitigation: It is difficult to tell where the Loading and Unloading and trash pickup will occur on the property. The Final EIR should show where these activities are going to take place. Morningside drive is already narrow, and there is no space along Valley and MBB, so where are these items going to take place? Is the walk street on 13th street in the original design going to become a truck parking lot? I assume the trucks will not be able to go into the underground parking; is that correct? What are costs, and who is going to pay? This is a problem all over Downtown, and the issues should be mitigated now.
- b. The current library has a loading dock. The current plans do not show any loading dock for the new Library. The Final EIR should show how loading and unloading is going to take place for the Library.
- c. The current library has a drop-off bin right outside with convenient parking specified for the Library. The new plans have no convenient parking or drop-off near the proposed library. The Final EIR should show how there will be convenient drop-off of books, tapes and other library materials. Hopefully there will be a drive-thru type facility like at the Sepulveda post office to mitigate traffic and parking issues. These proposed mitigation measures should be covered in the Final EIR.

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24) Metlox Uses:

- a. Final EIR and proposed mitigation: There is no analysis provided of how the Metlox uses will impact the rest of Downtown, and the Downtown Economic Analysis was not completed prior to the period expiring for comments on the DEIR. There is no market research provided to show that there is a market need for the types of uses shown. Based on the original 140,000 SF proposals I had done an analysis that showed a significant increase in sales (46% increase Downtown) and restaurant and retail uses, but there was no indication of what market there was to support the uses. Are the Manhattan Beach residents really going to spend 46% more in Downtown? The Final EIR should include the market research and analysis showing that with the mix of potential uses in the 90,000 SF design, and with the City as a potential investor in the Metlox property with a potential lease that could be tied to the success of revenues of the project, that the mix of uses in the project will work with empirical market research and not affect the other small businesses especially those on Manhattan Ave. The Final EIR and subsequent financial analysis for the City Council should show the realistic and optimistic and pessimistic return on investment (“ROI”) and discounted cash flow (“DCF”) analysis on the project (with and without tax revenues) in order to quantify and evaluate the financial and economic and liability risk impacts of this Project with the potential environmental impacts that the Project will bring on traffic, parking, and the denigration of our small town atmosphere.
- b. Restaurant : I don’t think the Downtown needs any more restaurants, especially those that serve alcohol. The City already has a lot of crime from alcohol uses (1,558 in 1995 per City records – January 1996 police study). There is already a significant over concentration of alcohol licenses Downtown (Attachment from City Staff previously provided) and more have been approved since this Project was started. Table 13 from the DPMR (Exhibit B) shows that the restaurant uses are over 62, 000 square feet more than the certified LCP (312%). The MBGP and LCP compliance with the uses should be specifically and clearly documented in the Final EIR. Since the 2/17/98 DPMR approval there have been additional approvals (intensifications) by the City. The proposed timetable does not show any review by

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the California Coastal Commission. Do these projects require Coastal Commission review and approval for any changes in the Parking Management Plan, and other items in the LUP or LCP? If so, when is that process to occur on the timetable. When is a complete project milestone schedule going to be produced?

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c. Bookstore: I do not think the City needs a bookstore at this location, and there has been no market analysis provided to show the need. There is already a B. Dalton at the Mall, a new Barnes and Noble at 1800 Rosecrans, and also a Super Crown on Rosecrans. It is much more cost effective to order books on the Internet, and book prices will certainly be high on Metlox to cover the high overhead at this location. In addition, the new stores like Border's have restaurant components with increased parking demand (remember that Starbuck's was supposed to be primarily retail – which low balled the parking requirements?). There is also no easy access for on street parking shown to get into this location. For reference, I would refer you to the article in the May 3, 1999 USA Today; "Booksellers feel sales bind amid economic boom." I would also refer you to the article in the April 30, 1999 USA Today; "Local booksellers battle big chains." The article states, "Independent retailers accounted for 17% of U.S. book sales last year (1997), down from 32.5% in 1991 according to New York-based Book Industry Study Group." The Final EIR should document the market analysis for each proposed use.

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d. 40, 60 or 90 room Inn in original proposals: Again, the proposals do not provide any market research to support the need for an Inn. What has been the average occupancy of the Manhattan Village Marriott over it's life, and how has it done against the original projections from an occupancy and revenue standpoint? The proposals do not indicate whether there is going to be meeting space, and weddings, on the property. This could substantially increase the need for parking, especially on weekends. I would suggest that a mitigation measure to put in the Final EIR is that weddings or other events that require large parking requirements (more than 8 people in a meeting room for the Inn) be prohibited in the Use permit as those parking requirements are not included in the projections. I might support a small inn if the market research showed it was needed. I do not think this is as good a location as other beach or Marina locations in southern California (Beach House in Hermosa, Redondo Marina hotels, Ritz Carlton – Marina del Rey, Inn at Playa del Rey, Shutters and other beach hotels in Santa Monica). Thus, the rent and occupancy forecasts may be optimistic, and this would lower the City's return on their investment and increase the City's risk. There are obviously some benefits, but the market and financial and risk analysis has not been good, and should be clarified when presented to the City Council for final approval of the MDA and the Project.

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e. Office: I would support the addition of more Class A executive office space. I think there will be a long-term demand for executive offices Downtown to support professionals who work in the community (telecommute) and need office and meeting space. I think this is a high growth area. It will also provide less impact on the rest of Downtown, and the professionals will more likely support local businesses Downtown. Market research should be provided on this alternative. This would also provide less night time parking demand during the busy nighttime (happy hour and dinner and weekend parking needs – refer to the DPMR for busy parking times at night that are not discussed in the DEIR, but should be in the Final EIR.

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f. Office parking Code: The office parking Code of one space per 300 SF significantly underestimates the demand for office parking in today's environment. One only need look at Exhibit G, land use data for the Skechrer's office uses. Parcel 4179-0020-011 shows a 19,726 SF building with a parking requirement of 65.7 spaces. However, when you look at the temporary parking in Lot M (Metlox) in Exhibit H, you see that Skechers has an additional temporary 31 merchant parking permits that are going to disappear when the Project is developed. Also, in the alphabetical parking listing Skechers has additional 9 merchant permits in lot 3. In addition, at one point Skecher's had apparently illegally obtained (per City records) 19 merchant parking permits from the 401 Manhattan Beach Building. Another example is William

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Raffin realty which has 6 additional merchant parking permits in addition to 34.4 spaces that are required per Code for their 10,339 SF building at 1112 Ocean Drive. I have also read some articles where some cities and developments are parking new technical office space at one parking space per 250 SF. The Final EIR should address the additional real parking demand that is generated from the new high intensity office developments, look for and document other City Codes that require higher parking Code requirements, and as a mitigation measure for the Final EIR adjust the parking requirements on the Project to at least one space for 250 SF of office development and consider changing the MBMC to reflect the revised Code on new office projects like the building along Rosecrans, and the 330 N. Sepulveda ReMax office building which is on the City council agenda for appeal on November 21, 2000.

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25) Police and Fire facility :

a. Final EIR and proposed mitigation: The prior design for the police and fire facility included a jail big enough to house all the Hermosa Beach prisoners, as noted in the July 2, 1996 presentation to the City Council. The minutes state; "Council member Napolitano...He requested future input as to the optimum size and cost of the jail." And "City Manager Dolan advised that staff will examine the optimum size jail for Manhattan Beach, the incremental costs of additional beds, the costs associated with contracting out vs. not contracting out and how/if costs would be recovered." The Final EIR should clarify if the current design for the jail includes space for enough room for all the Hermosa Beach prisoners, and whether the City ever plans to use this revenue generation technique for the new jail. The Final EIR should also provide documentation of the responses to Council member Napolitano's questions regarding the jail from the 7/2/96 meeting as noted above. If the jail is to include this excess jail capacity, the Final EIR should include as a mitigation measure the additional traffic and parking requirements for having the Hermosa Beach prisoners transported to and from Hermosa Beach, as well as provision for pickup and visits by attorney's, visitors, bail bondspersons, etc.

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b. The Final EIR should provide detail of the current and future staffing for the police and fire facility as well as the detail of the parking requirements by person and vehicle in both the secure and non-secure surface parking, as well as any mitigation required from the updated detail numbers *(For background only – Not an EIR comment but a financial and operational comment for the future City Council meetings. The construction and future increased operating costs from more personnel and buildings that are twice as large (with the same staff) should also be examined to verify the need for the design. The current cost has been indicated to increase from \$14 million in 1996 to \$30 million recently in July of 1999 for a smaller facility). There should be more detail (like the Redondo Beach Police consultant did before the proposed bond issue was scraped), and peer group analysis, before the design is finalized and the bond issue goes forward). The 7/11/95 analysis by Leach Mounce projected numerous assumptions which should be re-evaluated in the Final EIR due to their age, like a steadily increasing crime rate, which has been a steadily decreasing crime rate. This drove the need for significantly more staff, and thus more space and higher costs).* The prior design for the Police and Fire facility included space for Manhattan Beach to include their own RCC in the facility, but that staffing and traffic and parking analysis was apparently never covered in the 7/11/95 Leach Mounce analysis that is being used as support for this DEIR. The Final EIR should include specific traffic and parking data for the 24 hour RCC if there is space in the building to include the RCC in future operations.

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c. *(For back ground only – not a EIR comment but a financial and operational comment for the future City Council meetings on this Project) On the Agenda for the 11/21/2000 City Council meeting is the proposed \$9.437 million RCC (911 Dispatch center – MB portion 23% or \$2.18 million of additional borrowing plus undisclosed additional operating costs) that is not even included in the Manhattan Beach facility, but was in Redondo Beach. This has increased significantly from the 9/15/98 proposal that suggested a 14,000 SF facility (up from the current 5,000 SF to 14, 000 SF with less members (El*

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Segundo leaving)) with no clear explanation of the increase from \$ 7 million (\$500 per SF) RCC (911 dispatch center) that is nearly tripling in size? There was also no discussion of operating costs, service levels, risk (including from weaker financial partners – Hawthorne and Gardena), risk of adding new Cities to fill the overcapacity in the new facility, comparable operating costs from other cities, an analysis of the issues with the old service and operational agreement and how they are being resolved with the new proposal, etc. etc.

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26) Circulation cumulative projections DEIR pages 158 and 159:

- a. Final EIR and proposed mitigation: Appendix A to the DEIR includes a letter dated January 12, 2000 from the State of California, Dept .of Transportation (a.k.a. Caltrans). This indicates that Caltrans standards are to address year 2020 conditions (20 years in the future). This was confirmed in a letter dated May 4, 2000 that is included in Appendix A. The current traffic study appears to only project through 2005. Based on a number of traffic studies I have reviewed there is a standard of 2% increase in traffic, which could result in a 40% increase in traffic volume over the 20 years from 2000 to 2020. Based on the projections of LA county population by the State of California, there is proposed to be a 5.1 million increase in population, or 41.8% increase (support contained elsewhere in this document). Thus the 40% increase in traffic to 2020 seems reasonable considering the need for the huge population increase to access the beach. By only projecting through 2005, the forecasted traffic volume could be underestimated by 15%. Thus it could significantly underestimate the traffic volume for the future, which brings into question the conclusions in the DEIR, and the proposed mitigation measures. The 1988 General Plan (Exhibit A) projected the traffic volume from 1988 to 2000 (12 years). The CAJA sample EIR for the Santa Monica police facility projected from 1995 to 2005 (10 years). The GC3 (Disney campus) EIR for the City of Glendale did traffic forecasts through 2015 (15 years). The Final EIR should show revised PEAK traffic counts through 2020 per Caltrans, and revise the proposed mitigation measures based on the updated PEAK analysis through 2020.
- b. The Final EIR should also explain how the 9 intersections in the 2/16/88 MBGP have improved from the 1988 levels to 2000.
- c. The Final EIR should explain how the City and their EIR and traffic consultant(s) concluded that they had actually taken traffic counts at the peak traffic periods, or adjusted for the peak traffic periods (Refer to CAJA 7/14/99 proposal; page B-10). If the traffic counts were not taken or projected at the peak traffic periods (DEIR page 128; Table 15; for winter weekdays, Summer Weekdays, and Summer Weekends), they should be revised in the Final EIR, projected to 2020, and the mitigation measures revised to reflect the increased traffic volume.
- d. The Final EIR should include traffic impacts on Manhattan Ave., which had a level of Service F, in the 1988 MBGP (Exhibit A). *DEIR page 24 indicates that one of the proposed mitigation measures is; 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.* The intent of this move appears to clearly be to put more traffic on Manhattan Ave. Despite suggestions during the scoping process the City and it's consultants ignored the level of service F traffic on Manhattan Ave. (also did not look at Ocean Drive). Now the mitigation is to put more traffic on this area that is not studied. The mitigation proposal on DEIR pages 24 and 25 also eliminate parking spaces, but there is no review of the impact on cumulative parking and the Downtown parking inventory. The Final EIR should also have a clear and detailed complete and accurate parking count before the Project and after the project with mitigation measures to insure that cumulative parking issues are adequately addressed.

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e. The Final EIR should determine whether the proposed traffic mitigation measures on DEIR pages 24 and 25 are feasible and in particular the mitigation measures at Manhattan Beach Blvd. and Highland Avenue. I had sent an E-mail suggesting that the property and business owners at the locations where the mitigation measures are proposed would get specific notice of the proposed measures in time to comment on them before the 11/22/2000 DEIR comment deadline. For example on the revised Sept. 2000 Crain & Associates traffic study in Appendix C, page iii, for Highland Ave. and Manhattan Beach Blvd. indicates "This is not considered feasible." However, the recommendation is included in the DEIR despite the traffic consultant indicating it is not feasible with the "wishy washy" wording that has been heard before on the expansion of parking lots 1 and 2 – This improvement would be subject to the approval of the City Council as it may not be feasible. The Final DEIR should determine if all the proposed mitigation measures are feasible.

27) Cumulative Parking impacts per CEQA : The DEIR did not include as a reference Exhibit B, the 2/17/98 Downtown Parking management report. This DEIR is totally inadequate in that it does not do a detailed update, and enhancement, of the DPMR as thus does not meet the CEQA requirements to review the cumulative parking requirements.

a. Final EIR and proposed mitigation: The 7/95 Leach Mounce study showed 217 existing spaces on the Civic Center, of which 39 were secure, for a net for the public of 178 spaces. The future need in 1996 was eventually projected for 325 spaces (97 Secure) or a net of 228 spaces. The total civic center deficiency was 108 spaces. This was excluded from the Downtown Parking study (DPMR). In my opinion, the proposed parking for the Civic Center project may be understated. There has been no detail provided, that I am aware of, for how the parking was calculated including spaces per square foot, number for employees (full and part-time and visitors), the 30,000 SF library and proposed projects like an expanded 99-seat theater (10,000 SF). The Final EIR should show the detail of the proposed parking calculation by use/by employee to determine if the parking calculations are reasonable. Following is a table I prepared and previously forwarded to the City. It appears that there may be a large deficit parking for the Civic Center.

<u>Civic Center Parking Description – Where are the costs and who is going to pay for?</u>	Public use off hours	Secure(?) nonpublic park.	Total
Police and Fire: As of 12/5/96 61,592 square foot building; at one space per 300 square feet (office), or 205 spaces (includes visitor and temporary employee parking). <u>Code is as specified by the Community Development Director?</u> Where is the detail calculation of the needed parking spaces? See (1) below. 150 spaces per City is inadequate; where is the detail to support the numbers?	85	120(?)	205
City Hall – 45,000 square feet, plus the 7/95 Leach Mounce study forecast a 20% increase in the size of the City Hall (9,000 sq ft.) for a total future at 54,000 sq. ft., at Code of 1 space per 300 sq. ft. (Government offices Code).	180	0	180
New Library at 23,000 square feet, with Code at one space per 300 sq. ft. (Now up to 30,000 SF)	77	0	77

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99-Seat theater was part of Civic Center design per 1/19/99 HOK contract? If the Metlox theater goes away, or the City cannot use, then this should be included in the parking analysis. Per Code one space for every 4 seats.(2) Now up to 10,000 SF and not included in parking calculations.	25	0	25
Total Civic Center required spaces per my analysis above – Where is updated City detail analysis by employee?	367	120(?)	487
Less Required Civic Center spaces per City July 14, 1999 staff report.	(210)	(120)(?)	(330)
Civic Center possible parking Shortfall	157	0	157

- 1) The latest HOK overall numbers (12/96), no detail, from a recent request for public records was a total of 263 spaces (120 secure) or a net of 143 spaces open to the public. There was never any explanation of the reduced parking numbers (from 330). The Final EIR should document how many parking spaces are going to be lost in Lot 5, Lot M, H2O, on street, etc. and where are they going to be replaced?
- 2) The Final EIR should show where the drop off parking by the Library, and that convenient on-grade parking has not been substantially reduced. The Final EIR should document that the City staff do not continue to take up the most valuable customer spaces or will they have to go underground in non-secure spaces? The Final EIR should show that none of the spaces in front of City Hall and the Library will be reserved for City employees, other than the required handicap spots and perhaps one for loading and unloading. As a service business, the customers should be provided the most convenient spaces. I would hope the City would consider parking City employees in the 2nd or 3rd level under Metlox. This space should be much less expensive to build than the current plans under the Police and Fire station. *(Notes for future City Council meetings - It is unclear what the rates and fees will be, but that they should be clarified in the EIR, or related EIR financial analysis. The fees charged will affect parking demand (validations, etc.). The current parking rates for Merchant passes (\$300 a year, and 25 cents per hour for lots) would not appear to cover the return for construction the underground parking spaces at \$20,000 each with all in costs, including carrying and other costs included. A complete financial analysis of parking revenues and costs should be provided. I hope there will be a minimum of compact spaces and plenty of parking for future expansion of the Civic Center (Library, 99 seat theatre, City Hall, etc.)).*
- 3) The Final EIR should document that any deficiencies in the City's Americans with disabilities Act ("ADA") program and handicap parking Downtown will be identified and prioritized to minimize future liability, and propose mitigation measures to solve any deficiencies.
- 4) The 1997 Downtown parking study ("DPMR") was shown as one of items for the EIR consultants to review, but it was not referenced in the DEIR. The Final DEIR should reference the DPMR.
- 5) In my opinion, there are many possible problems and items that were not discussed in the DEIR (DPMR), and there are new items that have been added that should be taken into consideration. A) the initial draft had many errors in the land uses. I had requested via a public records request the details of the land uses provide to the City council at their 10/26/99 meeting, but was told the information would not be available until 3/22/2000. Adequate time should be allowed to review the data. In addition, during

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the Metlox process the Downtown restaurants had a report prepared which had numbers and businesses that were different than the 1997 study. Without consistent and accurate data, the results from this study will be of little good, b) The 1997 did not include uses which used available parking like the Pier Roundhouse and Ocean Blue Café, c) the study used 1 space per 75 SF for entertainment bar, while the Code uses 1 space per 35 SF, so the study only had 299 spaces for all the entertainment and bar uses Downtown which is totally inadequate; especially since uses have been intensified significantly with no new parking d) The study did not include the effect of the 70 merchant parking passes, and 150 temporary spaces in the Metlox temporary parking which are heavily utilized, e) the study did not include the impact of intensifications of uses that are exempt from parking due to certain loopholes in the Code, but still use parking (refer to Uncle Bill's restaurant with expansion to 87 seats, with only two merchant parking spaces required), f) the study did not include the parking requirements for outdoor dining, sidewalk dining, benches and chairs on the public sidewalk that are used for dining which all generate parking demand, g) The loss of parking Lot 5 (40 spaces) plus an unknown number of on-street spaces, h) uses that are more extensive than what was approved (e.g. Starbuck's approved primarily as retail (1 per 300) but operating as food and beverage retail (1 per 75) plus outdoor food uses that are not approved, I) merchant pass waiting list, etc. All of these items should be documented and discussed in the Final EIR, with mitigation measures for each item.

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6) The Final EIR should include the customer draw from all sources in Downtown that affect cumulative parking, along with proposed mitigation. For example the Pier Café and Roundhouse were excluded from the DMPR parking demand. An August 4, 2000 letter from Richard Fruin, Secretary, Oceanographic Teaching Station, Inc. (Pier Roundhouse) that I copied from City records indicates that "The Roundhouse is a popular destination for Manhattan Beach residents and visitors alike. Our clicker counts indicate that more than 2,500 persons visit the Roundhouse each weekend." This is a clear example as to how cumulative parking demand has been underestimated. The only parking at the Pier for beach parking is for 133 parking spots. The records from the LA County lifeguards show up to 35,000 people visiting the Pier area beach on a day. The Final EIR should clearly discuss the impact of beach parking on the Commercial business district, and provide mitigation measures to insure that businesses and residents have adequate parking during peak periods. As I have suggested before this could include mitigation measures like discounted rates for residents in valet parking (show 90266 drivers license), validated parking by businesses, etc.

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7) The City instituted a Valet Parking program without reviewing the cumulative CEQA traffic impacts. The 1988 General Plan showed many Downtown streets had a level of service of F. The situation has only gotten worse since then. The Valet parking representative at a Council meeting said that there were up to 1,500 cars using the program on a weekend, which is additional traffic and that is before the Skechers building was part of the program. The program is supposed to be expanded to Manhattan Avenue, and the notice did not go to all those within 100 feet of the route the cars will take? This program is a regional draw, which the RFP said was not what the City was looking for? This is also using public parking lot 3, which was supposed to be a temporary use and takes away from Merchant parking which is now temporary in Lot M. Any valet parking proposed for the Metlox site should be thoroughly reviewed, as the parking proposed by the Tolkin's appear to be totally inadequate.

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8) The parking survey for the 1997 Downtown parking study (DPMR) said that 81% of businesses, and 69% of residents surveyed thought there was a parking problem Downtown. How is the Project going to solve that? The summer utilization was near 100%, and intensifications happened since then. Outdoor dining (benches/chairs) has been added with no new permanent parking. Doesn't the increased use of lots with valet parking and Metlox temporary parking indicate that parking demand already exceeds supply? What good does it do if residents won't come Downtown because of the parking? Refer to the 1988 General Plan background report (i.e. Exhibit F, Page IX-5 & 6) for how the situation was perceived

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by the residents in 1988. It surely has not improved since then. This DEIR has no basis in reality. The Final EIR should indicate via a statistical survey that the residents believe there is no parking issue Downtown.

9) One of the original suggestions from the MBGP was to adopt a residential parking permit program. General Plan Goal 3; Policy 3.1 states; "Annually review on-street parking in neighborhoods adjacent to commercial areas, and develop parking and traffic control plans for those which are adversely impacted by spillover parking and traffic." The Final EIR should document how the City has complied with the General Plan in annually reviewing on-street parking Downtown.

10) The 1997 Downtown Parking study recommended, "conduct regular parking lot monitoring." By taking quarterly utilization numbers to monitor demand. The minutes of the 2/17/98 City Council meeting, where the Downtown Parking study was approved state; "Assistant to the City Manager Doyle advised that parking lot data will be updated on a quarterly basis." Where are the parking utilization numbers for the Metlox temporary parking and all other Downtown uses since 2/98? I walk by the free Lot 8 regularly, and it is almost always full. Downtown has been grid locked this summer. What are the real utilization numbers (including valet)? If demand doesn't exceed supply, why is the valet and Metlox parking full on weekends, even not during the summer? The report if items given to the EIR consultant did not include any parking lot utilization numbers; Why? The 1990 parking study also called for regular parking lot monitoring, but it also was not done. My request for public records asked for the latest parking utilization numbers since the 2/98 parking study presentation to Council, but the response was that the information should be available by March 22, 2000. As of November 15, 2000 the City has still not produced any parking counts. It is no wonder the parking just keeps getting worse. I did a survey of my own to see what the parking was like on a December Friday during lunch. Including the temporary Metlox parking the parking was over 110% utilized on a normal Friday at lunch. See the following table. The DEIR should have taken parking utilization counts during peak periods of July and August 2000 including the intensified uses, valet parking, the temporary lot M (Metlox), and all other changes since 1997 to get an accurate parking utilization numbers. They counts should also be taken during peak lunchtime and evening (Friday) periods. The current counts for the DEIR are questionable as to whether they apply to peak periods.

11) Exhibit I contains the Manhattan Beach, LCP, Phase III date April 1998. Policy II.1 indicates that the City should; Control development within the Manhattan Beach coastal zone. Policy II.A.5; Commercial development eligible to participate in off site parking and in lieu parking programs under Sections A.64.050 and A.64.060 shall only participate if parking spaces required by Section A.64 of Chapter 2 of the Implementation plan do not exceed available parking supply. The Final EIR should provide documentation that the parking for Metlox and the Civic Center and the lost spaces in Lot 5 and Lot M demonstrate that the parking does not exceed the available parking supply, and if it does not what are the mitigation measures to correct. This should include potential future development in Downtown Manhattan Beach that is currently exempt from the Code.

12) In order to determine if the traffic counts were taken at the Peak periods I submitted a request for public records on October 20, 2000 (Exhibit I – 5) The dates for all traffic counts in the DEIR for Metlox by the 3 categories shown in Table 15, page 128) which specified a request for the dates that the traffic counts were taken. As of November 18, 2000, I have still not received the information. I also requested from the County Lifeguards the Beach attendance numbers to determine what days had peak Beach attendance, and thus may indicate. If you look at the detail information from the County Lifeguards, the date when the traffic counters were out like July 15th (bad weather day at the beach) had 15, 000 at the Beach, however if you take the following weekend the beach attendance is doubled to 30,000. Also, for Thursday, July 13th the beach attendance was low for other beach weekends. Therefore if the City did

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not take the counts during peak periods the traffic counts in the Final EIR should be adjusted to peak periods, projected to 2020, and appropriate mitigation measures implemented.

- 13) Below are two tables that detail parking counts in the winter 12/3/99 at lunchtime and on Thursday, 7/13/2000 at lunchtime when the traffic counters were out for the EIR. Based on this analysis the Downtown parking is fully utilized and therefore cannot handle the elimination of Lot 5 and Lot M. The City did not provide any parking utilization counts similar to the 2/17/98 DPMR. These numbers provide significant empirical evidence that parking demand Downtown exceeds supply even during non peak periods. The Final EIR should document with empirical data the cumulative parking data, and provide data to invalidate the parking surveys I have done. The Final EIR must have a cumulative parking analysis to be in compliance with CEQA and the LCP (see 11 above).

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Informal parking utilization study from Friday, 12/3/99; lunch time: Note: Similar results for the Wednesday 12/22/99 at Lunch.

Objective: I had requested via a public records request the parking utilization numbers/reports done since the 1997 Downtown parking study (2/98), and was told they would be available 3/22/00. Also, the City staff have suggested that there is only a parking problem Downtown on 30 days a year. As a result I did the following informal parking utilization survey on Friday, December 3, 1999 from around 12:20 p.m. to 1:05 p.m. (during lunch).

Results – over 100% utilization of existing public lots and public on-street parking:

Area:	Empty Spaces:
Lot 1	1
Lot 2	0
Lot 3	3
Lot 5	0
Lot 6	1
Lot 7	3
Lot 8	3
Street meters	2
Pier lots (\$1.00 hour)	8
Street non metered – virtually full around Downtown	0
Civic Center (reserved for City Hall/Staff & Library)	3 (library)
Subtotal	24 open
Lot M (Metlox temporary parking – empty 50 spaces.	Used 100 spaces
Utilization - 76 spaces short	98% without Lot M 110% with Lot M
*** Effectively over 100% utilized ***	

Weather: Approximately 67 degrees, partly cloudy, and windy (coats and sweaters). Not great; O.K.

Other Factors: No valet parking. Parking meters bagged for free 2 hour and 24 min. parking. Did not check merchant permits, or City permits in Lot M.

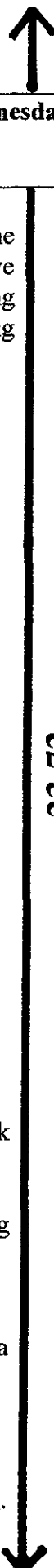
Enforcement: Did not see any parking enforcement officers and did not see tires marked for overtime parking (meter feeding).

Numerous cars and trucks parked in driveways, and commercial loading zones.

My Conclusion: Downtown parking demand exceeds supply on Friday, 12/3/99 at lunchtime. This is not even a peak summer period, but a normal Friday.

Where are the City parking utilization numbers that were an action item from the 1997 Parking Study?

Elimination, or reduction, of Lot 5 and Lot M (Metlox) will have a significant impact on Downtown parking. Expansion of the Civic Center will create significant additional demand.



Informal parking utilization study from Thursday, 7/13/2000; lunch time: Note: Similar results for the Saturday, 7/15/2000 in the afternoon

Objective: I had requested via a public records request the parking utilization numbers/reports done since the 1997 Downtown parking study (2/98), and was told they would be available 3/22/00. Also, the City staff have suggested that there is only a parking problem Downtown on 30 days a year. As a result I did the following informal parking utilization survey on Friday, December 3, 1999 from around 12:20 p.m. to 1:05 p.m. (during lunch). Also, this study on 7/13/2000 when the traffic counters were out.

Results – over 100% utilization of existing public lots and public on-street parking:

Area:	Empty Spaces:
Lot 1	0
Lot 2	0
Lot 3	3 + 3M
Lot 5	1
Lot 6	1
Lot 7	3
Lot 8	1 + 2 H
Street meters	2
Pier lots (\$1.00 hour)	2
Street non metered – virtually full around Downtown	0
Civic Center (reserved for City Hall/Staff & Library)	0 (library)
Subtotal	18 open
Lot M (Metlox temporary parking – empty 20 spaces.	Used 130 spaces
Utilization - 112 spaces short	99% without Lot M 107 % with Lot M
*** Effectively over 100% utilized ***	

Weather: Approximately 74 degrees, partly cloudy, and windy (coats and sweaters). Not great; O.K.

Other Factors: No valet parking. Marine Ave. closed for construction. Did not check merchant permits, or City permits in Lot M. 4 delivery trucks not in loading zones.

Enforcement: Did not see any parking enforcement officers and did not see tires marked for overtime parking (meter feeding). Numerous cars and trucks parked in driveways, and commercial loading zones.

My Conclusion: Downtown parking demand exceeds supply on Thursday 7/13/2000 at lunchtime when the City was monitoring traffic counts for the Metlox EIR. This is not even a peak summer period, but a normal Thursday. Also for Saturday, July 15th 2000 I saw similar results when the traffic counters were out.

Where are the City parking utilization numbers that were an action item from the 1997 Parking Study?

Elimination, or reduction, of Lot 5 and Lot M (Metlox) will have a significant impact on Downtown parking. Expansion of the Civic Center will create significant additional demand.



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41) Traffic, Circulation and Access: This is one of the most critical areas affecting the project. The traffic is backed up MBB (eastbound), even during non-summer peak periods. Manhattan Avenue is getting worse every year. There should significant mitigation measures for this item in the Final EIR.

a. The **1988 General Plan** states that existing traffic volumes on the City's streets are relatively high. This condition (Level of Service "**LOS**") **F judged to exist at the following intersections and street segments during the evening peak periods of traffic:** A) four intersections along Sepulveda, b) four intersections along Aviation, c) **Highland Avenue N/O 15th Street**, d) **Highland Avenue between 15th and 13th Streets**, e) **Highland Avenue between 13th and 12th Streets**, f) **Highland Avenue between 12th street and Manhattan Beach Blvd.**, g) **Manhattan Avenue between MBB and 11th street**, h) **Manhattan Avenue between 11th and 9th street**, i) **Manhattan Avenue between 9th and 8th street**, j) **Manhattan Beach Boulevard between Morningside Drive and Valley/Ardmore**, k) **Manhattan Beach Boulevard E/O Valley/Ardmore**. *You can only imagine how much new development has been approved since 1988? How did these get approved without a cumulative CEQA traffic review, and findings that the projects were in compliance with the General Plan? The Final EIR should clearly show the traffic capacity of all the Downtown streets, along with the level of service during peak periods (July and August 2000) since 1988 to 2020. *

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b. 1988 General plan Goal 1, policy 1.1: Annual review the functioning of the street system to identify problems and develop solutions. How many annual reviews have been done since 1988? The latest City-wide traffic counts in the materials for the EIR were 1993???? Every General Plan policy and implementation plan item should be reviewed for this EIR. The Final EIR should show a graph that charts the increase in traffic since 1988 to predict the future traffic volumes. The 1988 General Plan (figure IN-3) also shows that Manhattan Beach Blvd. Downtown and Highland Avenue are "Streets with year 2000 volumes exceeding design capacity." The Final EIR should include a chart similar to the General Plan that shows how the Downtown streets traffic is projected to be in relation to year 2020 traffic. Refer to item d) below on Sepulveda Blvd.

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c. The City council agenda item 00/0104.06 was; Status Report on the Los Angeles County Congestion Management Program (CMP) – Action plan. The status report says that the City is not in compliance as a result of the 1800 Rosecrans project (Old navy, Barnes & Noble, Gateway, REI, Trader Joe's, etc.). The EIR should show how the City will be in compliance with all the new projects that are proposed; a) Metlox 90,000 SF, b) 13,000 SF expansion of library, c) 40,000 SF expansion of the police and fire facility, d) new hotel from vacant lot at 18th & Sepulveda, e) possible re-development of Von's lot, f) 99 seat theater, g) 1500 Rosecrans, h) TRW parking lot to more intense use, i) remodeling of the Manhattan Village Mall (outdoor dining, redesign, new Cart uses inside Mall, etc.), j) etc. The Final EIR should demonstrate that the City will be in compliance with the CMP after the Project is complete, as well as other City projects for intensifications of use (330 N. Sepulveda – ReMax Building).

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d. The EIR should review the Traffic Analysis for Sepulveda Corridor, prepared by Kimley-Horn and Associates, Inc. from November 1994 to December 1996 (Exhibit E). The City has not implemented some of the key recommendations of the Study, which were also endorsed by Caltrans. The study stated; "The predicted year 2000 traffic demand will result in a Level of Service "F" operation (severe congestion) throughout the corridor. The volume to capacity ratios along the corridor will range from about 1.9 at Rosecrans Avenue, 1.5 at Manhattan Beach Boulevard, to 1.1 at Artesia Boulevard." Unless the recommendations are implemented there is an extremely high probability that there will continue to be more cars on other City streets

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including Rosecrans, Highland, Pacific, Valley, Ardmere, Marine, Manhattan Beach Boulevard, Manhattan Ave, and cross streets to the east of Sepulveda. This could result in additional severe traffic on the Downtown streets which surround this Project. Human nature will get people to do shortcuts if they are sitting on Sepulveda. The Final EIR should demonstrate that the traffic on Sepulveda, Rosecrans, Marine and other streets will not affect Downtown traffic, and include mitigation measures if it does (update traffic counts).

- e. The EIR should review the possible mitigation measures of putting traffic signals at Valley and 13th, and Morningside and Manhattan Beach Boulevard. I had heard that the signal at Morningside and MBB had been set up for electrical as part of the 1992 Downtown Streetscape project. The Final EIR should also address other traffic improvements which were planned as part of the Downtown streetscape phases I and II. The City should also review their policy of not putting white lines to mark the cross-walks Downtown in addition to the blue tiles to improve pedestrian safety.

- 2) For purposes of reviewing the possible amount of future development that would affect traffic volume the EIR consultant should review the John Tawa article in the Easy Reader newspaper, dated October 14, 1990, entitled: "Rosecrammed." The CAJA EIR for the Santa Monica Public Safety facility also showed other possible development that might affect this project. Of course the expansion of LAX to 100 million passengers, and surrounding development will have a significant impact, especially on Highland Avenue and Vista del Mar, if the new Western terminal is built at LAX. The EIR consultant should also review the

following Los Angeles Times article; Tuesday, January 4, 2000 **Southland's Pace of Development Running on High**

By JESUS SANCHEZ, Times Staff Writer

- 3) The traffic intersections to be evaluated in this proposal are not adequate considering the materiality of this project to Downtown and Manhattan Beach, and the lack of an updated parking/traffic model. The EIR should also update the out of date parking and traffic sections of the 1988 General Plan, and LCP/LUP. Refer to the comments in item 8) below of the potential increases in traffic that could seriously impact the demand for parking and traffic near the beach, in Manhattan Beach. Make enough counts at appropriate peak times (July and August commercial events, etc.).

- a. Add pedestrian access to all sites, and in particular Valley at 13th and Morningside and Manhattan Beach Blvd., in accordance with the instructions for the RFP/development, and the requirements of the LCP for horizontal and vertical access ways to the beach (refer to DSAP suggestions).
- b. Add Manhattan Beach Blvd at Morningside (critical and how missed?)
- c. Add Morningside at 12th and 13th street (critical).
- d. Add Valley at 13th
- e. Add Manhattan Beach Blvd. at Ocean
- f. Add Highland at 12th and 13th and 15th.
- g. Add Highland at Marine and Rosecrans.
- h. Add 30th street at Sepulveda.

- i. Add Sepulveda and Rosecrans.
 - j. Add Sepulveda and Valley and Ardmore and Manhattan Ave. at 1st Street.
 - k. Add Rosecrans at Pacific. Do intersections similar to 1988 General Plan and City-wide 1993.
 - l. Add public transportation and handicap and pedestrian access.
 - m. Add Ocean Drive.
 - n. Add all areas where there will be entrance and exit to the underground parking.
- 4) Future traffic projects. The DSAP showed an economic draw significantly outside of Downtown. Jonathan Tokin in his July 8, 1999 letter to the City talked about a regional Restaurant Row. This could affect early morning commuters, breakfast, lunch, happy hours, dinner, and late night crowds. The impact of future surrounding projects that will bring traffic to, and through Manhattan Beach, is critical. There are limited north/South access ways through the City and the future development north and south of the City should be included in the traffic studies, especially as it related to Highland Avenue. The 1988 General Plan (Exhibit E) and most EIR's I reviewed including the CAJA Santa Monica police facility did also, but this DEIR did not. The Final EIR should review the regional draw from other projects that are planned in the regional area as they could be a draw to Manhattan Beach. Examples of proposed development , and LCP, LUP, Code requirements, that should be considered in the Final EIR are:
- a. Full build out of Downtown Manhattan Beach, and residential areas of Manhattan Beach, including ability to build two units on lots in the residential areas, and current exemptions in the Code in the Downtown commercial district (Code should be reviewed and revised – mitigation).
 - b. Full build out of the Civic Center, including police, fire, civic offices, library, 99 seat theater, etc. (Refer to Leach Mounce 7/95 study and HOK 1/99 contract).
 - c. Full build out of the Von's site in Downtown Manhattan Beach.
 - d. Impact of 300,000+ square feet of Raleigh Manhattan Beach studios and draw to Manhattan Beach downtown and surrounding sites.
 - e. Full development of TRW 7 acre parking lot. Commercial development of site East of TRW where the TRW credit union is now being built.
 - f. Major Hawthorne re development on Rosecrans by the 405 freeway. Potential for Car dealers on Sepulveda to be replaced with even higher traffic/parking count commercial (reserve for them to leave in 1999/2000 City Budget).
 - g. Completion of the Oceangate complex east of the 405 freeway.
 - h. Demand from 1800 Rosecrans (REI, Old Navy, Gateway, Barnes & Noble, etc.), 1500 Rosecrans additional development along already crowded (LOS - F) Rosecrans.
 - i. Demand from proposed Atrium site in El Segundo across from 1700 Rosecrans.
 - j. Many proposed new developments in El Segundo (Downtown re development/Allied/Signal).
 - k. Many proposed new developments in Hermosa Beach (Hermosa Pavilion/Downtown).

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- l. Many proposed new developments in Redondo Beach including development of the many acres on the power generating station site.
- m. Expansion of LAX from 40 million passenger design to 100 million annual passengers, and the related support staff, and traffic getting to and from LAX. There were also plans for a new western international terminal, which will substantially increase demand on Vista Del Mar/Highland (Through Downtown) and Rosecrans.
- n. Playa Vista full development. Expanded development in Marina del Rey.
- o. Major remodeling planned for Manhattan Village Mall (in process for some time).
- p. Significant increase in population in Southern California which will place excessive demand on public parks and beaches, which significantly affects Downtown Manhattan Beach. Beach goers, and Downtown visitors and employees, can cause traffic and park in residential neighborhoods as there is no residential parking permit program (Beverly Hills, Westwood, etc. etc.). Traffic Downtown is already terrible, before any more development.
- q. Impact of traffic and parking on residential areas east of the Metlox and Civic Center site. Refer to the General Plan requirements to annually review commercial development parking impact on residential areas.
- r. LCP policy II.1 Control development within the Coastal Zone.
- s. LCP policy I.C.1 The City shall maintain and encourage the expansion of commercial district parking facilities necessary to meet demand requirements.
- t. A.64.220 Parking area plan required. Prior to the construction or reconstruction of an off-street parking area, a parking area plan shall be submitted to the Community Development Director for the purpose of indicating compliance with the provisions of this chapter..... A.64.230 Parking Management Program for the Coastal Zone.
- u. Parking management program for the Coastal Zone (CDP requirement).
- v. Parking by Downtown parking quadrant, and Code of within 1,000 feet of Use(zoning Code),etc.
- w. Items in John Tawa's, Easy Reader newspaper article, dated October 14, 1999, entitled; "ROSECRAMMED.":

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- 5) *Table 1 below shows an alternative with 57,000 SF of low impact uses which should be incorporated in the Final EIR.*
- 6) *Table 2 below demonstrates how the Civic Center and Metlox sites are underparked. The Final EIR should provide more details to validate that cumulative traffic and parking during peak periods are adequate, and that mitigation measures are in place for an shortage.*

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Table 1 – Description; 57,000 SF low impact development	Parking spaces
<p>30,780 SF Inn; 40 rooms; include provisions for “wired” rooms and national marketing for Inn to support Inn when local sources don’t fill Inn. The Inn is neither “Beach” like those in Santa Monica like Shutters or the Beach House in Hermosa, or low cost like the Holiday Inn express and Comfort Inn along Sepulveda. The City took the office and hotel market analysis out of the Economic Impact analysis. The City financial analysis showed only a 75% occupancy and \$150 room rate. No optimistic, realistic and pessimistic financial analysis with ROI/DCF. No Risk analysis.</p> <p>No market analysis. How can the Sea View Inn build new rooms on Highland and make a profit but this Inn can’t per financial analysis?</p>	40 spaces
<p>26,411 SF of Office; at one per 300 SF. Technical office space is now often computed at one space per 250 SF. The Skechers building was supposedly built to Code but at one time had 30 parking permits, plus had illegally obtained 19 permits from H2O.</p>	<p><u>88 spaces</u></p> <p><u>Total 128 spaces</u></p>
<p>Total of 57,191 SF.</p>	
<p>Parking for lost merchant spaces in Lot 5 and Lot M (Metlox). The Downtown BID A has \$1 million to pay for parking. At \$20,000 per space that would pay for 25 spaces.</p>	84 spaces
<p>Total parking for Metlox (loading and unloading along 13th east of Morningside and on Morningside Drive). Loss of Retail and Restaurant and fast food would require less loading and unloading.</p>	212 Spaces, under ground with high security
<p>Move Town square (miniature 3rd Street Promenade – see DEIR pages 36 and 38) from Metlox to Civic Center. Page 46 shows lot coverage on Civic Center only .46 to 1 versus Metlox as .94 to 1. The drawing on Page 33 shows a large open area on the Civic Center.</p>	
<p>Reduce height of development to 26 feet from 30 feet consistent with the rest of Downtown. See DEIR; Figure 23, page 97.</p>	
<p>Open up the 12th Street view corridor, which has been blocked with the 90,000 SF plan. Under ground utility lines.</p>	



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Table 2 - Description --	Gross parking for Metlox & Civic Center (A)	Secured or reserved parking (B)	Net parking available to the public (A-B)
Civic Center Parking (EIR page 158, 562 total spaces less 212 on Metlox)	350		Cumulative
	Civic Center		<i>Total</i>
Less: 116 secure subterranean parking for police and fire (EIR page 158)	(116)	(116)	234
Less: at grade parking for 61 police and fire vehicles (EIR page 158) 14 visitor(D)	(61)	(47) (D)	187
Less: Civic Center public and staff parking needs (EIR pg 158) 15 visitor(E)	(87)	(72) (E)	115
Less: Library parking for existing 12,100 SF library (1 per 257 SF)(EIR page 35)	(47)	(47)	68
Less: Parking for 17,900 SF expansion of library at one space per 300 SF (EIR #35)	(58)	(58)	10
Less: Parking for 10,000 SF cultural arts center (one space per 4 seats – 99 seats)	(25)		(15)
Less: demand from potential use of excess jail capacity for new jail for all Hermosa Beach prisoners, as proposed by Staff to Council on July 2, 1996	???		(15+)
Subtotal – Civic Center parking shortage of at least 15 spaces		(340)	(15+)
Metlox parking is 212 (EIR page 158)	(Metlox) 212		
Less: New Metlox employees (EIR page 106) (Metlox parking 212 – 165 employees projected; 47 customer spaces for project not sufficient)	(165)	(165)	47
Less: understated demand for 1,800 SF of outdoor dining on Metlox (1 per 50 SF) (EIR page 36)	(36)		11
Less: understated demand for 30,000 SF Metlox Town Square/Tower/Open space (1 per 600 SF)(EIR page 36 & 37 for description of many events; live music; farmers market, street performers, etc.)	(50)		(39)
Less: understated Code demand like bakery/ice cream shop (2,180 SF fast food; 1/75) shown as retail (1 per 200)?	(18)		(57)

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Table 2 - Description –	Gross parking for Metlox & Civic Center (A)	Secured or reserved parking (B)	Net parking available to the public (A-B)
(EIR page 36)			
Less: understated Code demand for Office (i.e. Skechers with 51 merchant permits and building to office Code (use 1/250 vs. 1/300)?)	(18)		(75)
Less: Lost merchant spaces in Lot 5 (38 permits at 80% utilization is 30 spaces, and Lot M (Metlox) with 50 permits at 80% utilization is 40 spaces, and waiting list for merchant parking (38 spaces) for total shortage of 108 spaces	(108)	(108)	(183)
Less: Lost non merchant spaces in Lot 5 and Lot M (Total 190 – 70 merchant; above) <i>(currently used so demand exists)</i>	(120)		(303)
Less: inadequate peak demand analysis of many regional draw special events in Downtown Manhattan Beach throughout the year (refer to City calendar)	???		(303+)
Less: (G) does not include impact of increased beach and downtown draw for increase in population in LA county which competes for Downtown parking. <i>Up 41.8 % from 9.8 million on 7/1/2000 to 13.9 million on 7/1/2040 (State of CA.)</i>	???		(303+)
Subtotal – 212 Metlox (Downtown) spaces with estimated shortage of 303		(273)	(303+) Metlox shortage
Subtotal – 350 Civic Center spaces with estimated shortage of 15 (from page 1)		(340)	(15+) Civic Center short
TOTAL – 562 total project shared parking spaces with shortage of 318		<i>Total 613 used vs. 446 available?(C)</i>	(318+) Total Shortage

23.81

(X) Availability of Civic Center/Metlox Parking (see C below): Per the 7/11/95 Leach Mounce study there were 178 net existing spaces available to the public (217 gross less 39 secure) on the Civic Center. Per the current Civic Center proposal there are 173 net spaces available (350 gross, less 116 police subterranean, less 61 police on grade, less any other 24 hour reserved City staff and staff vehicle parking not indicated in the EIR analysis), or 5 less with a 54,332 SF, or 127%, increase in square footage of the Civic Center (EIR page 35). This Civic Center lot (free parking) is currently very highly utilized on weekends, therefore the addition of the additional parking will provide no benefit. Likewise the Metlox site is only adding 212 new spaces but it is eliminating 40 spaces in

Lot 5 and 150 spaces in lot M (Total of 190 spaces with up to 89 Merchant permits), so there is a net increase of 15 spaces for 90,000 SF of new medium intensity development. The February 1998 Downtown Parking study indicated on Page 44 that half of the Downtown merchants surveyed indicated that the merchant parking system does not meet their needs. The February 1998 Downtown Parking study indicated that there were one parking space per 215 SF of commercial development versus Metlox with one space per 424 SF of commercial development, or one half parking per SF of commercial development as the existing Downtown (1,624 on-street, Public off-street including 180 at the Civic Center (not available during the week and 47 Library not available on part of weekend, as well as about 15 – 24 hour reserved spots), and Private off-street (Table 1) and 350,000 SF of Commercial development (Table 13) Metlox is 90,000 SF of commercial development with 212 parking spaces) .One of the action items from the 1998 parking study was for the City staff to provide quarterly updates on parking counts. This was confirmed by Dave Doyle in the Council minutes when the 1998 parking study was presented to Council on 2/17/98. No parking counts have been provided by the City, despite a request for public records on 11/8/99. If the Downtown counts are available since 2/17/98, they should be presented with the final EIR to support the conclusions in the EIR that new excess Civic Center parking will be available to the public on weekends and evenings, and that new excess parking is available.

Notes: 1) *The DRAFT EIR analysis assumes the rest of Downtown is adequately parked and no merchant permit shortage?* 2) *One level of Metlox parking is 212 spaces so the project is short up to 1.5 levels (\$6.4 mm at \$20,000 per space fully burdened).* 3) *Downtown BID A has \$1 million for parking.* 4) *The Draft EIR does not have project financial analysis or revenues and financing analysis (parking, etc.). The Downtown Economic Analysis by CAJA/Economic Research Associates (ERA) approved by the City Council on 7/18/2000 is not available and no date has been provided to the public for it's release (\$10,000 cost/4 weeks).* 5) *The City 1997 Land Use parking Model has not been updated for cumulative demand? This should be done for the final EIR report to show real land use and other demands for Downtown parking.* 6) *The addition of 90,000 SF of new development will increase total commercial space Downtown by over 25%. This will likely move the center of commercial activity east of Highland Avenue. The 1998 Downtown parking study showed that there was a 85 space parking deficit in the Southwestern quadrant and 17 space deficit in the Northwestern quadrant, which has only increased with intensifications since that time. The Final EIR should analyze the land use and parking aspects of this shift (Code requires off-site parking within 1000 feet), and the upcoming ERA Downtown Economic Analysis should review the economic impacts. Refer to the General Plan Goal 4; Policy 4.1 (Protect all small businesses throughout the City which serve City residents).*

Note: Table 17/Page 136 is Code Parking Requirements for Downtown Manhattan Beach. 628 Code spaces reduced 10% to 562 for shared parking analysis. *Existing allowable code reductions don't work, like at Manhattan Village Mall, Target/Blockbuster center, etc. especially with the additional draw of the many special events, Metlox Town square demand, and growing beach traffic, which were not factored in the demand.*

(C) Parking available to the public (EIR page 158) (see X above). In total, at least 562 parking spaces will be provided on-site, of which 446 would be available to the public.?" (C) Based on the above analysis a total of 613 spaces will be required for staff, library, employees, secure parking and existing merchant permit spaces? The Final EIR should provide support for this number and how it was calculated. Also on Page 158 it goes on to state – 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. With the Metlox employee parking of 165, library parking on Saturday of 105, Cultural arts center parking of 25+, and existing merchant parking (Lots 5 and M) with the waiting list of 108 spaces, and parking for the many special events which appear to not have been included in the traffic and parking demand, it is unclear how the 300 parking spaces were calculated. Supporting data should be included in the Final EIR. Supporting data should also be provided in the Final EIR that only summer demand is high, as it appears that on any nice weekday at lunchtime, or any nice weekend year round, traffic and parking are bad (refer to 12/3/99 parking counts at lunchtime included in Appendix A). Valet parking has just increased demand (regional draw). The 1998 Downtown parking study said that 81% of businesses, and 69% of residents surveyed thought there was a parking problem Downtown (page 44). The 1998 Downtown parking study also indicated that Overall parking demand has increased, particularly at Noontime and in the evening hours due to the increased

restaurant uses (25,000 SF since 1990 with no new parking; Page 50). More intensifications of use have occurred since then with no new permanent parking. All of these issues should be addressed as to cumulative traffic and parking demand in the Final EIR.

(D) Source; July 11, 1995 Leach Mounce Architects; City of Manhattan Beach Public Safety Facility Review, unnumbered page Public Safety Parking Needs (10 visitor police and 2 visitor Fire and 2 handicap for total of 14 spaces – non secure). The 7/11/95 study did not break out visitor parking for the Civic Center. Used 13 existing visitor spaces near entrance to City Hall, and one handicap and one commercial loading space for total of 15 spaces.

(E) Page 158 of the DEIR, under Impacts on Parking Availability, states that "...as well as an additional 87 spaces for Civic Center public and staff." Currently there are 13 – (2-24-hour reserved spaces for Geoff Dolan plus one other by the entrance to City Hall and 11 other 24-hour reserved spaces for service vehicles (Electric Vehicles, etc. Non-police)). It is unclear where these are in the 7/11/95 Leach Mounce study. There appear to currently be xxx spaces for City Hall staff (request for public records of 10/20/2000 not answered as of 11/18/2000.), visitors, and service vehicles. The signs posted at City Hall for employees state; a) some reserved to 6:30 p.m. b) . The City 2000-2001 Budget for Full Time equivalent positions shows 74 Employees (13 Management Services, 20 Finance, 7 Personnel, 14 Parks and Recreation, 20 Community Development is a total of 74) excluding Police, Fire and Public Works. This does not even include volunteers, contractors (traffic engineer, etc.) and other temporary employees at City Hall. In addition, only 15 visitors to City Hall may be understated. My experience is that the City Hall visitor spaces are often full. The 7/11/95 Leach Mounce Public Safety review showed on Intro-4 an existing and 1995 need for 93 parking spaces for City Hall, and a 2025 need of 112 spaces. In addition, if you use the normal Code requirement for office of one space per 300 SF and apply it to the 30,500 SF City Hall (source 7/11/95 Leach Mounce study; parking table), you would get a need for 102 spaces, and at one space per 250 SF, the need would be 122 spaces, and this does not even include the service vehicles that the City Hall uses (11 spaces). Thus the 87 spaces for Civic Center public and staff (DEIR page 158), less 15 visitor, delivery and handicap total of 72 appears to be clearly understated. In addition, the convenient on-grade parking for the City Hall and Library/Cultural arts center appears to be inadequate. Proposed Mitigation: Increase City Hall/Library parking, including on-grade parking available to the public (customers). Include in the Final EIR the detail of the 112 parking spaces of proposed City Hall 2025 need, or a more detailed parking use analysis including any empirical data showing current/proposed City Hall staffing and vehicles and customer parking use. In addition, provide on-grade spaces for customers and not City Hall employees who should park in the non-secure subterranean spaces that could be available during non-City Hall hours.

Note: The LA County lifeguards produce statistics for Beach attendance (attached). In Manhattan Beach they are segregated by the Manhattan Beach Pier Area, and going north the Manhattan county area, and going further north to El Porto. For the first 9 months of 2000 the attendance at the Manhattan Beach Pier area only was 2,292,600, or 8,491 per day average. The 2000 numbers are up 40% over the first nine months of 1999. No information was provided in the EIR for the impact of Beach attendance on Downtown parking or traffic. While this information may not be as accurate as traffic counts, if done consistently over a long period of the time, the counts should produce valuable information. There may be a causal relationship between the implementation of the Downtown Valet parking program, which increased this summer with the addition of the Skechers building lot (97 spaces) and an additional drop-off space on Manhattan Ave. by Becker's Bakery and Fonz's. Hopefully the Downtown Economic analysis will show if there is a corresponding increase in sales tax as a result of this increased regional draw for traffic and parking. The beach area attendance counts should be provided in the Final EIR, with an analysis of their significant impact throughout the year. The projected beach attendance numbers, and proposed mitigation factor of increased Valet parking, and the projected 41.8% in the LA County population (G), and the draw (lunch not studied, happy hour, dinner, etc.) of new businesses in El Segundo, along Rosecrans (new or expanded office buildings and Manhattan Beach Studios), and other developments as noted in several comments to the 1/11/2000 scoping meeting, should be factored in the related projects growth factor on page 45 of the Final EIR.

Note: The Manhattan Beach General Plan; Goal 7; is Protect existing residential neighborhoods from the intrusion of inappropriate and incompatible uses. There have been many public hearings and meetings on the Metlox, and other projects, where residents from east of Ardmore have complained about the existing problems from Downtown uses, and potential impacts from the Metlox project, as well as recently residents by the proposed Bacchus TYPE 47 alcohol expansion at 1000 Manhattan Ave, with the use of public property for serving alcohol. The land use or other appropriate section of the EIR (or Master Use Permit or Development agreement or Coastal Development Permit) should clarify and insure that the current policy of no alcohol sales on public property will apply to the 1,800 SF of proposed outdoor dining on the Metlox site as well as to other public open spaces of the project. There appears to be considerable parking in the residential areas, including those east of Ardmore. If the traffic continues at a level of service F, going west on Manhattan Beach Blvd. at Ardmore/Valley, the customers and beach goers will turn down Pacific or other streets and find free parking in the residential neighborhoods and avoid the gridlock and cruising for a parking space Downtown. The Manhattan Beach General Plan; Circulation Section; Goal 2; Policy 2.2 is Develop neighborhood traffic control plans for those areas which experience the greatest spillover traffic impacts. The EIR did not even analyze Manhattan Avenue (Ocean Drive) traffic which received a level of service F in the 1988 General Plan. The General Plan Circulation Goal 3; Policy 3.1 is Annually review on-street parking in the neighborhoods adjacent to commercial areas, and develop parking and traffic control plans for those which are adversely impacted by spillover parking and traffic. All of these items should be addressed in the Final EIR.

Note: Comments on over concentration of alcohol licenses in Manhattan Beach, possible three new licenses at Metlox (2 restaurants and Inn), and analysis of alcohol related crime. Supporting documents to come.

- 42) Mitigation: Install stop signs, and/or do not block intersections signs at MBB and Morningside
- 43) Mitigation: Have traffic officers directing traffic at MBB and Highland/Manhattan Ave. during heavy traffic time during special events (paid for by events) due to heavy pedestrian traffic in intersections which slows down traffic.
- 44) Mitigation: Have more pro-active enforcement of items in the public right of way/property (signs, merchandise, benches, etc.) that restrict access to the horizontal and vertical accessways to the Beach, particularly along Manhattan Beach Blvd. Consider eliminating sidewalk dining and benches along MBB to open up access, as in other cities that have more that 4 feet wide sidewalk requirements in their Code (5 ft. to 8 ft.).
- 45) Mitigation: Have the police more pro-actively enforce the valet parking service, which at times appears to be restricting the flow of traffic, parking cars illegally, etc.
- 46) Mitigation: Have more trash pick-ups on weekends and special events (paid for by events). As I have noted to the City several times, there are often overflowing trash cans, trash on public property, etc. that are not attractive. Special events at Metlox and the Civic Center should pay for these extra trash pickups.
- 47) Mitigation: Include Downtown Streetscape improvements on all sides of the Metlox/Civic Center development, including Morningside Drive and 13th Street. (Note: replace \$1 million (with interest) of breaking Japanese tiles with colored concrete for lower maintenance.).
- 48) Mitigation: Install stop light at Morningside Drive and Manhattan Beach Blvd.
- 49) Mitigation: Proposes adding right turn lane at 15th and Highland. Will direct more traffic onto Manhattan Ave. which the City did not even study, and had a level of service of F in the 1988 General Plan.
- 50) Mitigation: Do a concurrent traffic and parking study for Downtown that indicates that the streets cannot take any more traffic, and parking is fully utilized. Eliminate Code loopholes (and staff's interpretation) so that new and expanded intensifications (primarily from retail to restaurant/bar) cannot occur unless there is adequate parking to meet real demand. If not, Manhattan Beach will turn into Fifth Avenue on Manhattan Island. Code changes were long term solution suggested in 2/17/98 Downtown parking study that were never implemented.

51) Creation of a temporary parking lot on the Metlox property (5/5/98 City council meeting).

- a. Final EIR and proposed mitigation: The minutes of the 5/5/98 meeting that the City approved the creation of the temporary parking lot. It has already operated two years as a temporary parking lot. Temporary things become permanent. The Final EIR should discuss how long the Metlox Temporary parking lot can operate without compliance with Coastal Commission requirements and Code requirements for items light lighting, landscaping, etc., and potential mitigation measures should be discussed. *(For the City Council and planning commission meetings the City should document whether the \$34,750 of net revenue to the City projected by Dave Doyle has been achieved, what the utilization of the Lot M has been, and this should be included in the ROI calculation presented for the project. Also, the crime reported in and around Lot M should be summarized).*

52) CEQA guidelines (per the State of California Internet site - <http://ceres.ca.gov/ceqa/index.html>):

- a. There was not adequate time provided to review the DEIR. In order to determine the historical data for Downtown to evaluate the current EIR I had submitted 7 requests for public records on 11/8/1999. According to a verbal response to my 11/8/1999 request for public records by Richard Thompson on 11/9/2000 the last comprehensive EIR done in Downtown was in 1978/9 for the La Mar theater. The other responses from 1999, and several new requests from 10/20/2000 have still not been received as of Sunday, November 12, 2000 although they were supposed to be mailed to me. Some of the requests were postmarked on 11/14/2000 and received on 11/15/2000 but those were incomplete. I did not have time to review the materials and comment on the specific deficiencies prior to the deadline for submission of the comments on 11/22/2000. Thus again, the public has been deprived of timely data to evaluate and comment on the DEIR. Also, the verbal comments and discussion at the several hour EIR scoping meeting on January 11, 2000 were not included in the DEIR and should have been. Even though the City said they were making copies of the EIR available for \$20, that did not include the technical appendices like the traffic study which cost an additional \$16 and took another week to obtain. There were numerous problems with the City web site version of the DEIR and it was missing Appendices A, B, and C. The complete DEIR could have been put on CD-ROM at a very low cost, but the City chose not to do that. **Because of these and other shortcomings in the DEIR, the comment period should be a) extended for 15 days which is allowed by CEQA (City requested LAX EIR comment period be expanded to 180 days), or I would suggest that the best alternative would be to b) the DEIR should be revised and re-circulated.**

23.81

23.82

- b. The Daily Breeze article of Sunday, November 19, 2000 indicated that the LAX EIR, which is six foot high, will be available on CD-ROM for \$60.00. The cost of copying a CD-ROM at Kinko's is \$19.95. The Full DEIR (including appendices A, B, and C) and the Final EIR (including all appendices) and other documents could all be on one CD-ROM. They should be made available to the public at no more than \$20.

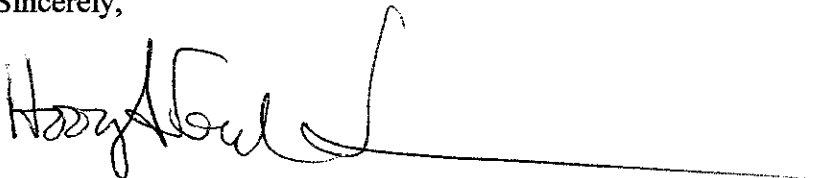
Because there was inadequate time to review and comment on the DEIR due to the late receipt of information from requests for public records (11/15/2000), this document was not fully reviewed and edited prior to submission. I apologize for any typos and corrections. However, the residents are doing this work for free in 45 days in their spare time, and the City and their consultants were paid to do this project over a year period.

I will FedEx the comments on Monday, November 20, 2000, with attachments. I will E-mail the comments (without Exhibits) as a back-up only to insure they are received by the 11/22/2000 deadline. The comments included and responded to should be the hard copy comments which the City should receive on 11/21/2000 via Federal Express.

Thanks for your consideration of my detail comments and suggestions for the Final EIR and proposed mitigation measures. While this may be more detail that is necessary to raise significant issues for the DEIR, this will avoid me having to provide the more detail comments at future hearings of the planning commission and City council on this important matter.

I hope that the City Council will consider extending the comment period for response to January 1, 2000. The 11/21/2000 Council meeting agenda has a request from the City of Manhattan Beach to LAX to have a 180 day comment period on that draft EIR. This document is just as important to the residents of Manhattan Beach.

Sincerely,



Harry A. Ford, Jr. – Sunday, 11/19/2000
54 Village Circle
Manhattan Beach, CA 90266-7222
Phone & Fax (310-546-5117)
E-mail – HarryFordManBch@aol.com

November 16, 2000

Mr. Richard Thompson
Community Development Department
City of Manhattan Beach
1400 Highland Avenue
Manhattan Beach, CA 90266

Dear Mr. Thompson:

SUBJECT: METLOX DRAFT ENVIRONMENTAL IMPACT REPORT (EIR)

Please consider these points in your deliberations over the Draft EIR:

- Fails to acknowledge numerous intersections which are currently in an unacceptable traffic situation and will be significantly impacted even further (e.g., Marine and Highland, MBB and Sepulveda, Valley and Blanche, Marine and Sepulveda to name just a few) 24.1
- Proposes mitigation measures for traffic problems which are either not feasible or create other problems (possibly involves the demotion of The Kettle and Starbucks) 24.2
- Suggests that impacts occur only during the summer 24.3
- Values summer impacts at only 25%. It should be more heavily valued than the winter months since this is a significant time of year for residents' quality of life at the beach. 24.3
- Fails to acknowledge that Metlox has different height zoning than the rest of downtown 24.4
- Fails to acknowledge existing traffic and parking problems on residential streets surrounding downtown 24.5

On a related note, the developer's plans include an unacceptably tall 70' Tower. 24.6

Sincerely,

Sally Hayati, Ph.D.
Director, Information Technology Department
The Aerospace Corporation

NOV 28 2000

2623 Laurel Avenue
Manhattan Beach, CA 90266

November 22, 2000

City of Manhattan Beach
Community Development Department
1400 Highland Avenue
Manhattan Beach, California

Re: METLOX DRAFT EIR

Following are my concerns with regard to the completeness and adequacy of the Metlox Draft EIR

**1. Traffic Intrusion Impacts;
Lack of Manhattan Beach "Significance Criteria"**

This section addresses a non-Metlox construction project which I believe has important relevance to the Metlox EIR document. Linscott, Law & Greenspan engineers' *Second Street/Aviation Boulevard Mixed-Use Development, Residential Traffic Impacts* states on page 34 that Manhattan Beach has "no official significance criteria" for impacts of neighborhood traffic intrusion. In this recent city-approved development at Aviation Boulevard/Second Street, the conclusion of "no project-specific traffic mitigation required" was based on City of Los Angeles methodology and values (also on page 34 of above document).

I strongly object to such an assumed and unqualified equivalency being used in the Metlox EIR and believe that residents of Manhattan Beach should reject attempts at lumping our village-like neighborhoods into the same category as the "metropolis" Los Angeles. I believe that Manhattan Beach should reject an EIR that is clearly not based on "significance criteria" developed specifically for Manhattan Beach.

"Officially established criteria" should be developed by the City as a basis on which to measure estimated future impacts of Metlox-site developments as well as all other proposed City projects before the Metlox -- or any other -- EIR is completed.

Absent such City-specific measurement/evaluation criteria as seems to be the case at this time, the Metlox EIR should, I believe, at the very minimum present, substantiate and strictly be held to criteria appropriate for a small bedroom community such as Manhattan Beach in terms of size, residential character, lack of thoroughfares, street configuration and other unique and historical characteristics of our community.

25.1

NOV 22 2000

2. Traffic Impacts in General

On the above-mentioned subject of City criteria, I also take note of the Metlox Draft EIR Appendix document, Traffic Section, by Crain & Assoc., at the top of page 60, where it says,

"According to the City of Manhattan Beach policy, a project is deemed to have significant traffic impact at an intersection based on the following V/C (volume/capacity) (or CMA) results:

Significant Project Traffic Impact

<u>LOS</u>	<u>Final V/C Ratio</u>	<u>Project-Related Increase in V/C</u>
E, F	>0.900	equal to or greater than 0.020 "

This policy, if it even exists in writing, is not in conformity with the reality of our small town.

It doesn't take a traffic engineer to know that these levels of service (LOS) or, more aptly, "Levels Of Strangulation," of E and F are way above the threshold where traffic impacts our current quality of life. The City must establish criteria that are more people-favoring, and revise and publish the above so-called policy in keeping with that. Incidentally, LOS isn't for stop-sign type intersections (refer to p. 23), so invoking it here is inappropriate. Also, this draft EIR Appendix, page 21 states, "Level D, a more constrained condition, is the level for which a *metropolitan area* (italics mine) street system is typically designed."

The implication here is that we should not question the EIR's evaluating our town as if it were a metropolis.

Our neighborhood streets were not designed to such a so-called standard or inevitability, and to now assess them as being required to accept such a D Level flow of traffic is absurd. Further, these A through F levels are defined (EIR Draft page 23) as *stoplight-controlled* networks, not the two-way stop sign placed every other block in our residential grid, the way our town was deliberately set up. Our city engineer recently stated as much.

The necessary distinctions between our neighborhood streets and alleys versus highways or thoroughfares are obscured and avoided in the draft EIR when it resorts to proclamations like Level D being the norm.

25.2



On page 56, the draft even acknowledges that ". . . the area surrounding the project is essentially residential . . ." It further claims, "the two major traffic facilities *through* the study area, Sepulveda Boulevard, and Manhattan Beach Boulevard, however, have been improved with multiple through lanes . . ."

Make note here of the physical reality of the outdoors: Sepulveda Boulevard is not a route *through* to Metlox. Only Manhattan Beach Boulevard is a conduit to it. Thus, the so-called improvements on Sepulveda do not materially assist or share in the solution of site-generated traffic problems of flow out of Metlox. Sepulveda only serves to bring traffic into residential streets where visitors attempt to reach Metlox by invading whatever narrow roads they find. The assurances to the contrary, written in the middle of page 61 (cut-through routes), are but pie-in-the-sky dismissals of reality.

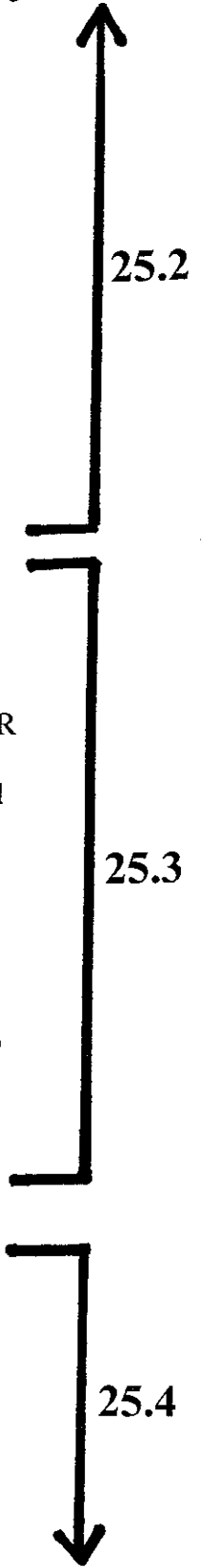
3. LAX EIR Requirements a Propos Metlox

Just as Manhattan Beach requested of LAX that it include in its upcoming E.I.R. singular and cumulative effects of its proposed expansion, in combination with traffic from other developed sites, out to a radius of 15 miles, this Metlox-site EIR must present and deal with this extended regional traffic and environmental domino effect, not merely within the perimeter as currently outlined. To demand wider and realistic consideration from another city, as Manhattan Beach has of Los Angeles with regard to LAX, yet not requiring Tolkien to report on the true and wider impacts of their proposal is hypocritical at best.

As documented elsewhere in public commentary on Metlox, non-EIR, nonconforming projects on Rosecrans, and some in progress on Aviation Boulevard in bordering Hawthorne already funnel their traffic and disruption into our street grid. This larger (15-mile) "radius of concern" is all part of the permitting processes and the request by our City and its vendors for its residents' and state governments' permission to *properly* develop land *owned by us*.

4. Pedestrian Traffic Concerns

The draft EIR does not include pedestrian traffic concerns. No mitigation measures are offered; indeed, there is no acknowledgement of existing problems. City residents out walking or jogging in their neighborhoods, as we do regularly, will be forced to find their way through streams of vehicles at crosswalks, and will have to run an intimidating gauntlet of sometime hostile drivers, most from outside this area.



Walking one's children or dogs will become an unpleasant, hazardous experience. Even during summer peak traffic months, our residential areas are now reasonably free from strangers rushing to make their way through our narrow streets to the beach.

This will change dramatically with the addition of a downtown commercial center to attracting out-of-town shoppers and visitors seeking the fastest route to their destination, i.e., "undiscovered" residential streets leading from both Sepulveda and Rosecrans to the Metlox site.

When that occurs, what will mitigate the inevitably impatient, discourteous, short-tempered and possibly destructive behavior against locals and their property by strangers frustrated with having to negotiate narrow residential streets on their way to Metlox?

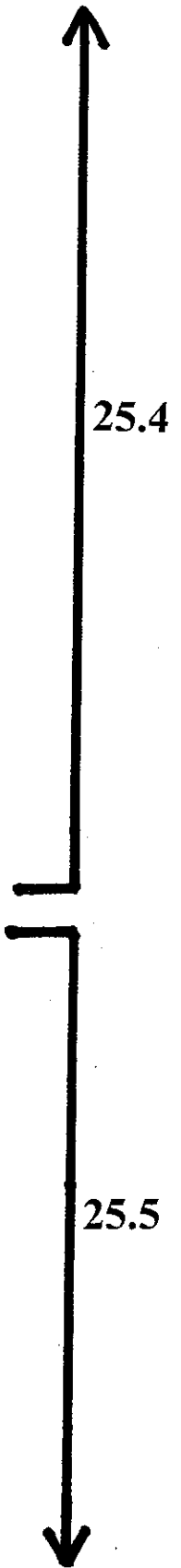
Thanks to the extraordinary traffic control exercised by the City for special events, and the goodwill of residents and visitors, it is now possible to safely and leisurely cross city streets on foot during crowd-attracting events such as the Old Hometown Fair. However, this will not be the case once out-of-town crowds discover and routinely start seeking out the attractions and amenities offered by the Metlox development as currently planned. This will set the scene for heavy out-of-area vehicular incursions into our quiet residential neighborhoods, and lead to parking wars waged in front of our houses.

5. Existing Traffic Studies; Marine Avenue Problems and More EIR Mischaracterizations

The recent "Marine Avenue Neighborhood Traffic Study," published by Meyer-Mohaddes & Associates, was to gather traffic volume data for the network bounded by Manhattan Beach Boulevard, Pacific Avenue, Rosecrans Avenue and Sepulveda Boulevard. This study should be incorporated into and referenced in, set forth and evaluated as initial data in the Metlox EIR.

The Metlox EIR data and conclusions need to be cross-referenced to, compared with and measured against these prior observations, and any inconsistencies forthrightly dealt with, not fudged. This has not been done.

Additionally, existing published statements and opinions of concerned residents, especially along the Marine Corridor (to the downtown and thus Metlox) which initiated the study referred to above, should also be included in the EIR, as expected Metlox traffic changes will surely compound a situation chronically exacerbated by the lack of a Marine-Sepulveda solution.



Previous traffic mitigation efforts and results on Marine Avenue should be included in the Metlox EIR, and discussion and considerations given to the historic lack of success of those efforts and the likelihood of intensified problems; "mitigation" there has not mitigated anything.

Geographically, in the Draft EIR, traffic mitigation only addresses a few boundary roads and thoroughfares such as intersections at Manhattan Beach Boulevard and Sepulveda.

No mitigation is discussed or planned for the feeder roads or the all-important to quality-of-life neighborhood streets, all of which will be permanently impacted.

The Draft EIR itself (page 56) admits Metlox to be (in effect) isolated within a residential community. It is not being built out on some wind-swept prairie.

Further regarding the draft (page 23): The last sentence states, ". . . except [for] the intersections of Sepulveda Boulevards and Marine Avenue, [all] are operating well *within capacity*." (Italics mine.) The referred-to Table 3 lists 16 intersections. Many of them are not signalized and so do not come under the LOS (Table 2), yet are proclaimed to be essentially nonproblematic.

By my count, only six of the 16 are "within capacity" as I see it, and few of those six have stoplights and thus qualify. Quasi-numerical determinations of "within capacity" are simply not relevant and serve to mislead the reader.

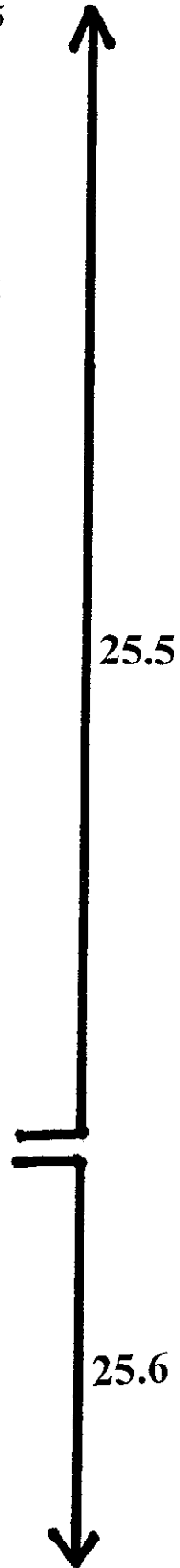
This "capacity," called a Level of Service from A through F, is defined in ambiguous terms which paint vague and misleading images in the reader's mind.

More to the point, the statement "well within capacity" intends to give legitimacy to the numbers shown when, in truth, no one would choose to live in an area where traffic was flowing at or near capacity.

6. Cultural Arts Center

On page 31 of the Appendix volume, a cultural arts center was deemed to generate no traffic, on the farfetched explanation that attendance occurs outside "peak hours" and is only "occasional" and is for "special events."

If these dis-"qualifiers" are true, meaning that an arts center is not being used for meetings, community classes, or by family members who are not part of the commute-hour picture, etc., if so, the center would thereby be of such limited value to residents that it should not be built in the first place!



Either you have one and you thus count it in as being useful, hence impacting the status quo, or you don't have one. It is deceptive to appeal to voters and taxpayers by dangling an art-center goody for them to use and at the same time claim it's not being used and is not a new thing standing in their environment generating activity.

7. Fire Protection and Paramedic Response

From the main EIR Draft document page 187, under Fire Protection, it is stated, without any qualification whatsoever, that Metlox will have a beneficial effect on response/service to residents.

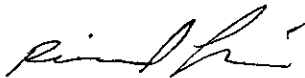
How can a new fire department headquarters, gridlocked by summer weekend beach and Metlox traffic, possibly serve us better than now?

We'll be on our floor dying, with the phone in our hand, before a fire truck makes its way out of the traffic to us. The joke "no life east of Sepulveda," in converse, takes on a dark new meaning. Peril awaits us in our homes ringed by traffic. Such inept and irresponsible thinking as exhibited on this page of the Draft EIR is no joke.

To be fair, further along on the page it states, "Response time would be almost immediate if a fire emergency were to occur within the vicinity of the proposed [Metlox] project." Of course this would be true! Where else can they go quickly?

This issue of paramedic response and service level certainly needs to be placed in the scope and text of the E.I.R; its unreasoned dismissal within the draft borders on criminal neglect.

Sincerely,



Richard Lewis

RL

25.6

25.7

James Lissner
2715 El Oeste Drive
Hermosa Beach, California 90254

November 22, 2000

Richard Thompson, Director
Community Development Department
City of Manhattan Beach
1400 Highland Avenue
Manhattan Beach, California 90266

Re: Comments, Civic Center/Metlox Draft EIR

Dear Mr. Thompson:

The following are my comments on the Civic Center/Metlox Draft EIR.

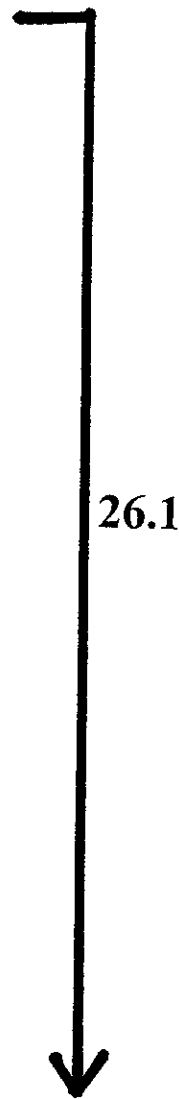
During the scoping period I wrote to you about the lack of sufficient geographic scope of the traffic impact portion of the proposed EIR. I expressed my concern that the then proposed list of study intersections did not include intersections along the following major ingress (and egress) route - that passes near my home.

Pacific Coast Highway (northbound) or Artesia Boulevard (westbound) to Gould Avenue (westbound), to Ardmore Avenue or Manhattan Avenue (northbound), to the project site.

Now that I have had a chance to review the scoping letters submitted by other local residents, I have noticed that I was not alone in bringing up this concern. Three Manhattan Beach residents suggested the inclusion of a number of intersections south of those on the then proposed list of study intersections.

Marika F. Bergsund asked that Sepulveda at Artesia, Valley at 2nd, Highland at Homer, and Manhattan Avenue at 1st be studied, but none were.

William G. Caras asked that Sepulveda at Artesia and at Longfellow, Aviation at Artesia, Ardmore at Longfellow, Valley at Longfellow, Highland at Homer



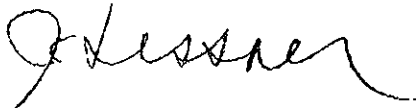
and at Longfellow, and Manhattan Avenue at 1st be studied, but none were.

Marijo Walsh asked that Sepulveda at Artesia and at Longfellow, Aviation at Artesia, Ardmore at Longfellow and at Gould, Valley at Longfellow and at Gould, and Highland at Longfellow be studied, but none were.

There are several common threads here. One is that at least two of the above Manhattan Beach residents live well north of the project - yet have expressed concern about traffic in the area well south of the project. Another common thread is that all three have expressed concern about Sepulveda at Artesia, as I have. All three have also expressed concern about south Valley Drive, at either 2nd or at Longfellow. Two of the three have expressed concern about south Manhattan Avenue, as I have. It is also noticeable that of the intersections that so far have been studied, five are north of the project and only two are south of the project.

It is remarkable that these local residents, working independently and altruistically, came up with such similar suggestions for additions to the list of Study Intersections. Perhaps, through the experience of many hours of local driving, they have achieved an insight into local traffic patterns and problems. Wouldn't it make good sense to consider their suggestions - and mine?

Sincerely,



26.1

Richard Thompson

From: rmarchitect [rmarchitect@email.msn.com]
Sent: Sunday, November 19, 2000 5:48 PM
To: metloxproject2@ci.manhattan-beach.ca.us
Subject: Metlox Project Feedback.

Comments regarding Metlox:

How will the City guarantee to the residents that every employee working within the new project has a free parking space within the parking structure? How will the City monitor this to assure that tenants are not renting out their parking spaces to other downtown businesses or individuals?

27.1

During construction, transportation routes for construction trucks shall be limited to Sepulveda to Manhattan Beach Boulevard to the site. No trucks on Ardmore, Valley or Highland. This should be built into the bid documents.

27.2

No construction work allowed on weekends except for interior work after the shell has been completed.

27.3

When will the name of this project be determined? I suggest Manhattan Square.

Regards,

Richard Magnuson

NOV 20 2000

Richard Thompson

From: PAUL MIKUS [pmtm@earthlink.net]
Sent: Tuesday, November 21, 2000 11:11 PM
To: metloxproject2@ci.manhattan-beach.ca.us; pmtm@earthlink.net; paulmi@pcmall.com
Subject: Metlox Project Feedback.

I have grave reservations regarding some of the EIR's assumptions, omissions, and conclusions of the impact of the Metlox Commercial Development portion on the downtown immediate and surrounding areas.

Even If the EIR's assumptions are accepted as being accurate, the EIR readily concludes that the Metlox Commercial Development, regardless of the size, will have an unavoidable negative impact on the downtown and surrounding areas.

Unfortunately, the EIR substantially underestimates the following which further exacerbate the negative impacts:

1. Parking needs generated by the commercial development portion
2. Traffic volumes produced by the Metlox Commercial Development in the immediate and surrounding areas
3. On site employee parking needs and trips generated

The EIR assumes that the Metlox Commercial Development parking needs will be met on site; and that the traffic impact will be contained to a few intersections. Both of these assumptions are dangerously inaccurate; and the negative impact to the downtown will be far greater than estimated by the EIR.

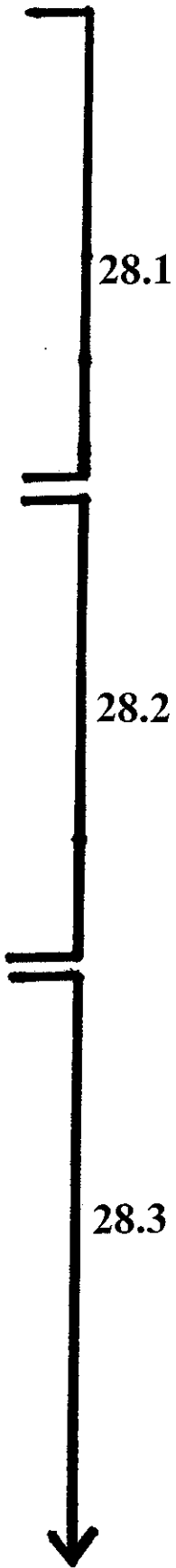
What is particularly disturbing and unacceptable are the EIR's omissions of:

1. The secondary impacts of the Metlox Commercial Development to the residents in the downtown and surrounding areas
2. The secondary impacts of the Metlox Commercial Development to the existing downtown businesses
3. Any impact analysis on the traffic issue at Manhattan Beach Boulevard and Morningside, which already is a troubled site.
4. Any study of what will be resultant traffic congestion well north, south, east, and west of the problem intersections.

The EIR submits that there will be "no significant traffic impacts on neighborhood streets surrounding the project site". This is simply not true. Just ask the residents along the Marine corridor west of Sepulveda. A commercial project of this magnitude will cause a major congestion in the downtown area; and drivers will seek alternative routes through the residential areas.

In this regard, the EIR presents a very naive containment of parking and traffic impacts. Every Manhattan Beach resident knows and experiences extreme traffic delays here in Manhattan Beach whenever a train crosses Manhattan Beach Beach Boulevard and Marine near the 405 Freeway, or when an accident occurs in Playa del Rey, or when the airport is full. The negative impact of these problems reach far beyond a localized area. Even though these cited circumstances are intermittent, the Metlox Commercial Development will have impacts every day and all day. They will be permanent.

Finally, the mitigation proposed does not adequately address the severe problems that a commercial project of this size will cause in the



downtown area and secondary negative impacts to a far greater area.

Paul R. Mikus



Richard Thompson

From: mary.baldwintravel@wspan.com
Sent: Tuesday, November 21, 2000 12:22 PM
To: metloxproject@ci.manhattan-beach.ca.us
Subject: eir

gentlemen:

please consider what the addition of 90,000 feet worth of anything that brings more traffic will do to our already overloaded streets. density problems have always been a factor in Manhattan Beach. let's leave well enough alone. it's hard to believe the proponents of this development actually live here and shop in our downtown stores.

Please consider the wishes of 75% of the residents.
sincerely,
mary morigaki

29.1

November 21, 2000

Richard Thompson, Director of Community Development
City of Manhattan Beach.

Subject: Draft EIR Comments

PAGE 14 PROPOSED PROJECT

It is suggested that this entire paragraph be divided into 4 sub paragraphs and some unnecessary wording be removed. For example:

The proposed Civic Center/Metlox Project consists of a combined Civic Center/Library expansion and Metlox, a mixed-use commercial development.

The two sites are connected with a pedestrian linkage at 13th Street to provide through access from Morningside Drive to Valley Drive.

The Civic Center/Library expansion includes a new two-level structure of 57,000 square feet (footprint) to be utilized by the Fire and Police Departments. The existing library building will either be replaced or added to for a total of 40,000 square feet. The library will occupy 30,000 square feet and the Cultural Arts/99 Seat Theater will occupy 10,000. Subterranean parking will be provided.

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.

30.1

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PAGE 14 EXECUTIVE SUMMARY LINE B

It is not clear that 2-level 57,000 square feet is footprint or floor area.

Subterranean parking it not mentioned.

PAGE 15 TRAFFIC

Clearly explain "unavoidable significant" - for example:


"After mitigation there will still be significant" etc.

PAGE 25 TRANSPORTATION/CIRCULATION

Re mitigation

Highland is to be widened at 15th and at Manhattan Beach Blvd. Is Highland widened at 13th?

Are there right turn only and/or left turn only lanes southbound at Highland and Manhattan Beach Blvd and at Highland and 13th Street intersections? This should be clearly stated.


Philip Reardon
1412 Laurel Avenue
Manhattan Beach
CA 90266

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November 21, 2000

Subject: Metlox Development/Environmental Impact Report

Dear Councilmembers,

As residents of the downtown Manhattan Beach community for over 10 years, we have come to realize how fortunate we are to live so close to the beach as well as many community services. We love the convenience of walking to shops, restaurants, and banks, not to mention Von's. Living in the downtown area is perfect for people like us, who enjoy walking rather than driving a car.

After attending several Metlox meetings, it is apparent that traffic congestion is a big problem. Another issue is whether the new development would attract out of town patrons.


The Environmental Report indicates six project alternatives. Another alternative, which would further reduce the density as well as alleviate traffic congestion, would be to reconsider a mixed-use commercial/retail/condominium development. This type of mixed-use development is quite popular in many cities and countries where land is very scarce and expensive, i.e. New York, San Francisco, Japan, and Hong Kong. Typically, retail is on the ground floor and residential units are on the upper levels. The objective here is to increase foot traffic and decrease vehicle traffic. The end result is a Win-Win situation for local business and residents who enjoy living in the downtown community.

In reviewing the Draft Environmental Impact Report my wife and I are both astonished and dismayed at the amount of aesthetic changes this report is recommending to the city. As a means to administer the traffic, the EIR recommends that Highland be widened above 13th Street, Manhattan Beach Blvd be turned into a wider street eliminating existing amenities, turn Valley Blvd into a two lane street and create a dual lane turn lane from Manhattan Beach Blvd to Ardmore north and Valley turning north on Manhattan Beach Blvd.

The enthusiasm for any commercial project has lost our appeal as it seems that whatever direction you take Metlox, it will gravely impact the wonderful character of the beautiful downtown atmosphere we once enjoyed. My wife and I have lived in the downtown area for 11 years. During that time we have suffered through the outrages of noise and traffic from the line of nightspots once prevailing Manhattan Beach Blvd. We have seen our sidewalks shrink in size as a result of the stacked up tables and chairs restaurants use in garnering their customers. The traffic during the summer months is stop and go all day long. Traffic during the weekends has gotten so bad that the city has valet parking both day and night. When is all of this horrible congestion going to end.

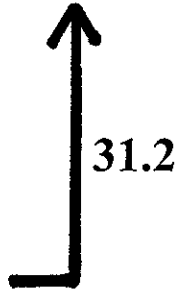


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My wife and I are dead set against any further commercial endeavor in the downtown area that would change our roadways in order to accommodate a dramatic increase in traffic. You have got to find a way to develop that property without destroying the character of our city. As it appears from our perspective, the option of building just a civic center or mixed use condominium development is the most appealing.



Bruce & Loretta Summers
333 11th Street
Manhattan Beach

Richard Thompson

From: Dottie and Ed Taylor [beetle98mb@yahoo.com]
Sent: Tuesday, November 21, 2000 4:59 PM
To: metloxproject@ci.manhattan-beach.ca.us
Cc: ed.taylor@sun.com
Subject: Metlox/Civic Center EIR Comments

Dear Manhattan Beach City Planning Commission:

Regarding the EIR Draft (SCH #99121090) provided via the city's web site, we thank you for making the report available.

The following are intended to be constructive comments regarding the project:

1. The EIR is very direct in presenting facts that our city will change with the proposed Civic Center/Metlox Development Project. Change is good, but the impact on traffic seems to be the most serious and significant issue. Being a resident and home owner for about 4 years very close to the Highland Ave. and 15th Street intersection, we are most concerned about the traffic issue.

2. Therefore, we hope you will consider other alternatives per the State CEQA Guidelines recommended in the EIR. The following are our suggestions in priority sequence:

- Reduced Density Alternative
- Civic Center Only Alternative
- The No Project Alternative

We will actively support the above alternatives. We feel the proposed project will unduly change and effect the demeanor of our wonderful city. Again change is good, but in moderation.

Thank you.

Regards,

Ed and Dottie Taylor
205 15th Street
Manhattan Beach, CA 90266

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Do You Yahoo!?
Yahoo! Shopping - Thousands of Stores. Millions of Products.
<http://shopping.yahoo.com/>

RECEIVED
CITY CLERK'S OFFICE

'00 NOV 22 P4:34

Return mailing address for this matter:
POB 24A72
11000 Wilshire Blvd.
Los Angeles, Ca. 90024
November 22, 2000
By Hand:

1. This letter constitutes only part of the comments of William Victor, an owner of property situated all too near the Mellox Project (hereinafter "project") relating to a Draft Environmental Impact Report (hereinafter "DR") and should be considered as part of public comments on behalf of myself and all those similarly situated, many of whom would not like to put their name on the record at this time, since there is a pattern of conduct by the City Manager and certain of his subordinates, including some members of the City Council to attempt to and in fact, intimidate members of the public who are seen as not supporting this project. These comments will begin by putting some of the history in context as seen by many persons.
2. The project, as understood by some, is from a seed or "vision" planted more than a year ago by the City Manager, who at that time and since that time has shown a desperate need to generate revenue to support his overpaid salary and benefits amounting at this time to well over \$ 200,000 per annum and to support over paid subordinates who will "rubber stamp" his ill-conceived visions without question.
3. These comments are for the record, should a more formal opposition to the project be needed, since it is unreasonable to expect the city Manager and a number of very arrogant Council Members to listen to the comments or make any good faith attempt at mitigating problems that even a good faith DR would have presented. I am informed that one of the Council Members does not even live in the City of Manhattan Beach and hasn't for some time even though it is required at the time you run for office of City Council. I am further informed that he more cares about a political future outside of Manhattan Beach than what happens in the little town of Manhattan Beach.
4. The history of such studies, for example, the Downtown Strategic Plan, is an example of how the results were distorted. I participated fully in that study. It turned out to be a waste of time and money, because, first of all, as with this study, the City Manager attempted to keep property owners and residents from even getting a chance to see that distorted report, but finally he was shamed by a better Council than today's and did not charge interested parties to receive a copy.
5. In this DR, it is very important to note that the DR was only given out to anyone who paid \$20. In advance and it DID NOT include the appendix which included the entire traffic study (hereinafter "TS") and was referred to throughout the DR. I am informed that at least one interested resident, attempted to obtain a copy of the Appendix, and he was told that he had to hire a "bonded photocopy company" to make the copy at some extraordinary charge of .50 or more per page (there were, I am told 200 pages) so that it would cost this resident over \$120 to have a copy to read outside of the library. I think, that process, alone flies in the face of the spirit of CEQA and shows the very bad spirit in which this DR has been presented by an arrogant Council.
6. I was present during some of the pre-DR meetings and left those meetings with the understanding that there would be a financial feasibility study included in the DR. Perhaps, because it appears the director of finance was selected for his malleability with the ideas of the City Manager rather than his experience in running a City finance department, and his response to any questions I have heard posed to him is: "You are on a witch hunt" and he will not give you the information or require the resident or property owner to have to prepare a public information request which he then delays or ignores.
7. I understand that information requests by some of the residents, were ignored or delayed past the time one could timely respond by November 22.
8. I know that at least two residents requested the additional time to respond permitted by CEQA and the City Council turned them down.
9. The City has, by the ingenuine conduct of those above referenced, wasted public funds with the costs for this DR.
10. The Coastal Act and the Certified Land Use Plan are violated by Project in that access is reduced as well as visual integrity of the Coastal Resources;
11. The traffic Study, from what little I was able to see in looking over the shoulder or asking for a copy of the Appendix is that the study was a bad joke. It did not include a traffic analysis. For example, it does not include any study on Ocean Drive. If anyone is familiar with the labyrinth game, the marble more

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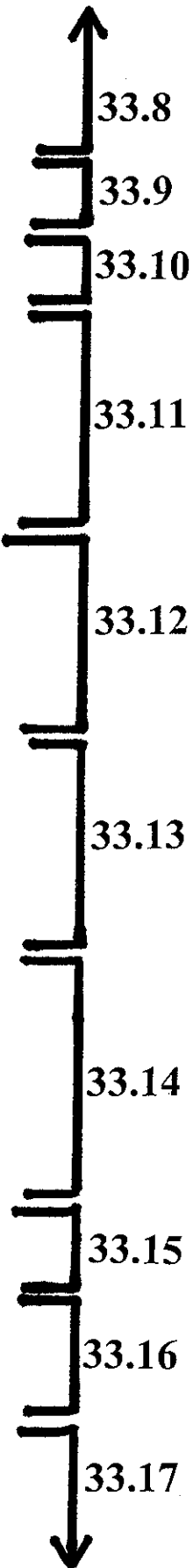
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- traverses the edge of the labyrinth than the center. Ocean Avenue, where I own one property will be impacted by this project, and I noted this to the consultants in April that it be added to the list of traffic study points. It was ignored, and the impacts have not been properly measured in violation of CEQA and all and any sign of good faith intent with respect to this inadequately prepared DR.
12. Traffic counts should be made during peak hours at events in July and August to comprehend the gridlock that this Council will have to endure after the project is finalized. The City Manager and Tolkin will long be gone.
 13. The study should include, and did not include: pedestrian access sites, e.g. Valley at Morningside, MB Blvd, Valley, Morningside at 12th and 13th street, Traffic and pedestrian at Highland at 12th, 13th and 15th, Marine, and Rosecrans;
 14. The results of the Traffic Study are ingenuine, and an insult of any intelligent person who has driven a vehicle, rode a bike, walked, or operated a wheelchair in Manhattan Beach in the last two years.
 15. The study is unfortunately based on studies from 1988 and 1998 where traffic at that time received an F level of service in the primary intersections leading to the Project. Since I had hoped that we would have time for me to get my hands on a copy of the Appendix before writing these comments, I will not detail this, but anyone who cares (I realize that it is not likely in the City Administration that there is such a person who would be listened to) may write to me at the address at the top of this letter, and I will respond.
 16. Further concerns which have not been addressed, and must be in the DR or the ultimate EIR are the following:
 17. Financial feasibility
 18. Costs of building more infrastructure
 19. Cost of waste management
 20. Cost of additional police and fire protection
 21. Likelihood of financial success for the City which has little experience as a Landlord
 22. Parking-the DR indicates that there is insufficient parking for the employees of the Project no less the visitors.
 23. On top of that, there are a number of 24 hour reserved spaces for persons such as the City Manager.
 24. Have ADA required spaces been allocated for the handicapped?
 25. One study I have seen indicates a significant shortage of parking spaces
 26. Merchant parking is being sacrificed and the city already has a history of charging the merchants for a parking plan -with lot M being removed, this makes it less merchant-friendly;
 27. Residential parking will be crushed in an expanded area around the project-there is no mitigation shown
 28. The current regional draw cannot be handled and the study under-states and distorts and reasonable conclusions with respect to the following:
 29. Impacts with respect to Noise, traffic, parking, aesthetics, parking, traffic and safety during construction; soil contamination, settlement of soil, crime, bar-generated crime, traffic and police enforcement expense.
 30. The need for an expanded cultural arts center
 31. The need for expanding the library or at this location without considering the white elephant purchase of the old library which the City has difficulty in justifying-Perhaps it could be used for any expansion of library services without the extraordinary costs anticipated in Project;
 32. Concern for existing business, for example on Manhattan Avenue which have in most cases earned the loyalty of Manhattan Beach residents and property owners; is this how they are paid off with further gridlock, less parking, and competing businesses with shiny new facades
 33. The games played by Messrs. Moe and Dolan in getting information to persons who were willing to spend their time in responding to the very faulty DR is absolutely disgraceful and may, in fact, result in a product which the Courts will consider less than legitimate exposing the City to more unnecessary litigation and risks similar to the Santa Fe circus and others too numerous to mention;
 34. There is insufficient attention to:
 35. Environmental effects, water, storm drains, sewers, toxicity in water (both Ocean and drinking water);
 36. Visual impacts including but not limited to protection of view corridors and compliance with the general Plan and Local Coastal Plan and its related plans under the Coastal Act;
 37. Noise, when also combined with the likely increase from the expanded LAX



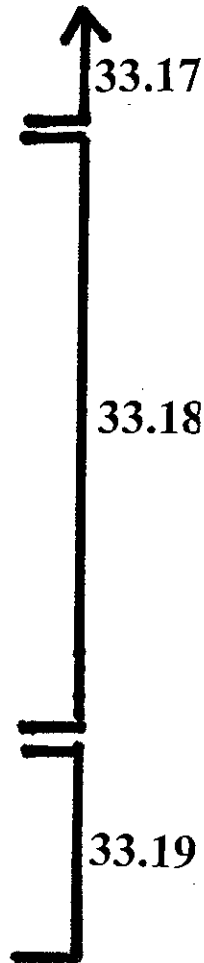
38. Traffic, when anticipating the huge Wetlands project on Culver/Jefferson Boulevards since many of the residents use that corridor to reach their respective places of employment
39. Compliance with CEQA in responding to questions from interested parties - Those in the administration who still remain on the City payroll should endeavor to ensure that the information sought is supplied on a timely basis unlike the history so far in this DR - in other words, Msrs. Moe and Dolan would make a genuine effort to encourage participation in the DR and give those interested in receiving the information, the information requested rather than a hard time, and further nick and dimming others to discourage their participation. Manhattan Beach still has some beauty left despite this type of conduct - but ^{games} it should be stopped so that the needs of the community, that is the merchants, property owners and residents are dealt with in a fair and genuine manner. This has not happened with respect to the DR but there is still an opportunity to correct the situation by making available copies of the DR, the appendix, extending the time to respond and advertising the ^{next} deadline. It is also noted that although the City promised to have the entire DR on the internet, I was unable to locate the appendix and I understand the DR was not placed on the internet until much later than October 5 so that there was not the 45 days available to those who relied on that unkept promise.
40. The City has amongst its residents, merchants and property owners, many very qualified persons who are willing to donate their time to recommend solutions to the problems of the Project, and it is in the City's interest to encourage, not discourage them. Not to play hide and seek games with documents, to have a genuine EIR not one where the consultant were told what to say or where significant portions of a proper study were eliminated, omitted or kept from the public. The City still has a chance to come up with solutions that will make all or most all of the community proud and pleased. Perhaps, next Thanksgiving, we will all be able to acknowledge that the City turned that corner.

Please place me on the mailing list and grant the extension for those people (including myself) who do not wish to look over another's shoulder at the library, but are willing to donate their most valuable asset, their time, to participate in this important project. Tell Mr. Dolan and Moe that it is even in their interest to make all the information as available as possible and not charge people for this important process.

Please make sure that this letter is included with the public Comments available to anyone who cares to see the Public Comments and hopefully without charging them for same.

Respectfully, W. Victor, property owner, Manhattan Beach. *W. Victor*

~~W. Victor~~
~~W. Victor~~



November 22, 2000

Richard Thompson
Community Development Department
City of Manhattan Beach
1400 Highland Avenue
Manhattan Beach, California 90266

Re: Civic Center/Metlox Development Project Draft Environmental Impact Report

Dear Mr. Thompson:

This letter contains my comments on the Draft Environmental Impact Report for the Civic Center/Metlox Development Project, published October 2, 2000 (DEIR.) These comments fall into two broad areas – traffic circulation/parking and aesthetics.

Traffic Circulation/Parking

The DEIR fails to present necessary information, contains inaccurate assumptions and makes a number of unwarranted conclusions.

- The phrasing “at least 562 parking spaces will be provided by the development” is used several places in the DEIR. Without an upper bound on the number of parking places to be provided, it is not possible to evaluate the adequacy of the entrances/exits to/from that parking.
- An employee parking plan provided by the developer is necessary input to the DEIR. The DEIR assumes no impact to nearby residential streets due to employee parking. Anecdotal evidence from both merchants and residents suggests that currently a significant fraction of people working in the downtown commercial district routinely park all day on residential streets. Assurance that this development will not worsen the current situation cannot be provided without an employee parking plan.
- A current parking study in the downtown commercial district is necessary to assess the impact of this large development, with its unknown number of parking places provided, on the downtown parking situation. Parking downtown was viewed negatively in the recent city-sponsored survey of Manhattan Beach residents.
- At least three intersections critical to the development were omitted from the traffic study: Rosecrans Avenue and Sepulveda Boulevard; Rosecrans and Pacific Avenue; Rosecrans and Highland Avenue. Traffic on Sepulveda between Rosecrans and Manhattan Beach Boulevard (MBB) is sufficiently high at all hours of weekdays and weekday evenings that it is reasonable to assume that many trips to the site beginning in the Rosecrans office/shopping corridor will reach the site by going west on Rosecrans past Sepulveda and then south off of Rosecrans onto Pacific Ave or Highland Avenue. Pacific Avenue is a residential street, with an elementary school, and should be spared traffic destined to a commercial development; Highland Avenue is partially residential and appears to be at capacity during much of the day.
- There is an internal inconsistency in the DEIR. The DEIR assumes that there will be no “cut-through” traffic in the residential neighborhood immediately east of the project and north of Manhattan Beach Boulevard while assuming that most of the 3442 total additional trips generated by the project will be made by Manhattan Beach residents. Residents are not confused by the network of streets north of MBB and people employed at the site (165 new employees projected) will quickly overcome any confusion. Residents and employees are/will be aware of the extremely poor traffic flow at the intersection of MBB and Valley/Ardmore (LoS F now and expected to be worsened by the proposed project.)

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Residents and employees will cut through the residential neighborhood and use 15th Street to reach the Metlox site. The DEIR also failed to give adequate weight to the presence of two elementary schools in this neighborhood.

- The 15th Street intersection with Valley/Ardmore is a difficult intersection to negotiate now; the DEIR is deficient in omitting this intersection from its traffic study. Thus there is no assessment of the current LoS through this intersection.
- The DEIR is deficient in failing to assess the magnitude of the parking impact during construction when existing parking spaces are lost to construction and new parking spaces are not yet available. Civic Center parking, Lot M and Lot 5 will all be affected.
- The shared use parking analysis in the DEIR may be deficient in failing to include “outdoor dining” as a parking demand category. The DEIR does not specify whether or not the 1800 SF of outdoor dining is included in the 6,400 sf of restaurant.
- The discussion of shared use parking in the “Parking Code Requirements” section of the DEIR misses the mark regarding retail parking demand in downtown. The DEIR asserts that retail patronage drops in the summer months. That does not seem true for beach town downtowns.
- The shared use parking analysis took into account that some patrons would park off-site and walk in to the development. It did not take into account the parking demand of individuals parking at Metlox while patronizing no Metlox establishments.
- The mitigation proposed at Highland Avenue and 15th Street is incompletely described. How many parking spaces would be removed on Highland Avenue north of 15th Street to provide a right turn lane? How far north of 15th Street would Highland Avenue be widened?

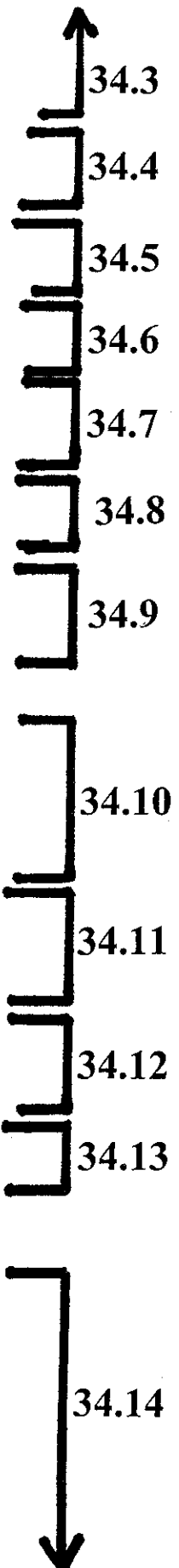
Aesthetics

The DEIR fails to present necessary information regarding the proposed development and fails to address several aesthetic impacts.

- The DEIR failed to include a study of the shadows cast by the proposed project. This is a significant deficiency because of the 70 foot high tower proposed for the site.
- Except for the 70 foot high tower, the proposed project builds to a height of 30 feet. This is significantly higher than the rest of the commercial downtown area of Manhattan Beach. Because of the magnitude of the 30 foot construction (approximately 45,000 sq ft footprint) the proposed project would detract from the beach town village character of downtown. This impact was not adequately addressed by the DEIR.
- The DEIR is deficient in failing to study the nature and magnitude of nuisance noise and light/glare generated by planned special events (including jazz and world music concerts) in the town square element of the project. Such events would create “nuisance noise outside of the scope of what commonly exists” in downtown Manhattan Beach.
- The proposed 70 foot tower detracts from the low, beach town skyline and establishes itself as a landmark in competition with the Manhattan Beach pier. The DEIR did not adequately address this impact.

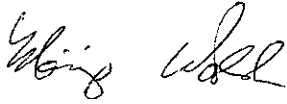
Other

There seem to be internal inconsistencies in the information presented about the hotel/inn/motel/bed-and-breakfast/lodging component proposed for the site. The information in the DEIR is this: 40 rooms; 30,780 sq ft; requiring 40 parking spaces; generating 360 trips daily. Information presented by the developer prior to the DEIR included the following: there will be one small meeting room, at most; no alcohol will be served; breakfast will be the only food served; breakfast will be offered only to people staying at the hotel/inn/etc. 30,780 sq ft seems too large for 40 rooms, given negligible meeting and eating facilities. 360 trips daily seem too many to be generated by guests registered in 40 rooms plus employees of the hotel/inn/etc.



Thank you for your consideration of these comments.

Sincerely,



Marijo Walsh
Manhattan Beach Resident



34.14

IV. RESPONSES TO COMMENTS ON THE DRAFT EIR

OVERVIEW

The purpose of the public review of the Draft EIR is to evaluate the adequacy of the environmental analysis in terms of compliance with CEQA. Section 15151 of the CEQA Guidelines states the following regarding standards from which adequacy is judged:

An EIR should be prepared with a sufficient degree of analysis to provide decision-makers with information which enables them to make a decision which intelligently takes account of environmental consequences. An evaluation of the environmental effects of a proposed project need not be exhaustive, but the sufficiency of an EIR is to be reviewed in the light of what is reasonably feasible. Disagreement among experts does not make an EIR inadequate, but the EIR should summarize the main points of disagreement among experts. The courts have not looked for perfection but for adequacy, completeness, and a good faith effort at full disclosure.

The purpose of each response to a comment on the Draft EIR is to address the significant environmental issue(s) raised by each comment. This typically requires clarification of points contained in the Draft EIR. Section 15088 (b) of the CEQA Guidelines describes the evaluation that CEQA requires in the response to comments. Specifically, this Section states:

The written response shall describe the disposition of significant environmental issues raised (e.g., revisions to the proposed project to mitigate anticipated impacts or objections). In particular, the major environmental issues raised when the lead agency's position is at variance with recommendations and objections raised in the comments must be addressed in detail giving reasons why specific comments and suggestions were not accepted. There must be good faith, reasoned analysis in response. Conclusory statements unsupported by factual information will not suffice.

LIST OF THOSE WHO COMMENTED ON THE DRAFT EIR

A total of 34 comment letters on the Draft EIR were received by the City of Manhattan Beach Community Development Department. Each comment letter has been assigned a corresponding number and comments in each letter are numbered sequentially thereafter. For example, the letter submitted by the Governor's Office of Planning and Research, State Clearinghouse is identified as "Comment Letter 1". The Comment within that letter is identified as Comment 1.1. Where numerous comments are made,

they are each comment is identified consecutively (i.e., Comment 1.2, Comment 1.3, Comment 1.4...etc.).

Written comments made during the public review of the Draft EIR intermixed points and opinions relevant to project approval/disapproval with points and opinions relevant to the environmental review. The responses acknowledge comments addressing points and opinions relevant to consideration for project approval, and discuss as necessary the points relevant to the environmental analysis. The response “comment noted” is often used in cases where the comment does not raise a substantive issue relevant to the review of the environmental analysis. Such points are usually statements of opinion or preference regarding a project’s design or its presence as opposed to points within the purview of an EIR: environmental impact and mitigation. These points are relevant for consideration in the subsequent project approval process. In addition, the response “comment acknowledged” is generally used in cases where the Commentor is correct.

COMMENT LETTERS

During the 45-day public review period, the following organizations/persons provided written comments on the Draft EIR to the City of Manhattan Beach Department of Community Development:

	<u>Organization/Person</u>	<u>Date</u>
1.	Governor’s Office of Planning and Research, State Clearinghouse	November 28, 2000
2.	California Coastal Commission South Coast Area Office	November 16, 2000
3.	California Department of Transportation (CALTRANS)	November 15, 2000
4.	Department of Toxic Substances Control	October 25, 2000
5.	Southern California Association of Governments (SCAG)	November 8, 2000
6.	County Sanitation Districts of Los Angeles County	November 7, 2000
7.	City of Manhattan Beach Department of Public Works	November 13, 2000
8.	City of Manhattan Beach Fire Department	November 22, 2000
9.	City of Manhattan Beach Police Department	November 22, 2000

10.	Downtown Manhattan Beach Business & Professional Association	November 22, 2000
11.	Residents For A Quality City	November 22, 2000
12.	Manhattan Beach Residents for a Small Town Downtown	November 17, 2000
13.	Paul Aguilar	November 7, 2000
14.	Jim Aldinger	November 22, 2000
15.	Frank Beltz and Judy Kerner	No Date
16.	John A. & Roberta A. Brown	October 25,2000
17.	James C. Burton, et. al.	November 21, 2000
18.	James C. Burton	November 22, 2000
19.	Peggy Chase	November 21, 2000
20.	Jeri Deardon	November 21, 2000
21.	Mike Dunitz	November 20, 2000
22.	Susan A. Enk	November 21, 2000
23.	Harry A. Ford, Jr.	November 19, 2000
24.	Sally Hayati, Ph.D.	November 16, 2000
25.	Richard Lewis	November 22, 2000
26.	James Lissner	November 22, 2000
27.	Richard Magnuson	November 19, 2000
28.	Paul R. Milkus	November 21, 2000
29.	Mary Morigaki	November 21, 2000

30.	Phillip Reardon	November 21, 2000
31.	Bruce & Loretta Summers	November 21, 2000
32.	Dottie and Ed Taylor	November 21, 2000
33.	William Victor	November 22, 2000
34.	Marijo Walsh	January 20, 2000

COMMENTS AND RESPONSES TO COMMENTS

Provided on the following pages are the comment letters received during the public review period, followed by the responses to those comments. The assigned comment numbers are shown in the margins of the letters.

Response to Comment Letter 1

Governor's Office of Planning and Research,
State Clearinghouse
1400 Tenth Street, PO Box 3044
Sacramento, CA 95812-3044
Terry Roberts, Senior Planner

Response to Comment 1. 1: This comment acknowledges that the Draft EIR was submitted to the Governor's Office of Planning and Research, State Clearinghouse, in accordance with CEQA and the CEQA Guidelines. No response is required.

Response to Comment Letter 2

California Coastal Commission
South Coast Area Office
200 OceanGate, Suite 1000
Long Beach, CA 90802-4302
Charles R. Posner, Coastal Program Analyst

Response to Comment 2.1: This comment references the project description and introduces the California Coastal Commission's (CCC) comments which are addressed in further detail below. This comment also notes that the project is located outside the (appealable) area of the CCC. No response to this comment is required.

Response to Comment 2.2: This comment restates information presented on pages 100 and 101 of the Draft EIR pertaining to the requirements for LCP consistency and procurement of a local coastal development permit to be approved prior to project development. This information supports and affirms the accuracy of the information presented in the Draft EIR on pages 100 and 101 under the subheading "Consistency with the Zoning Code and LCP."

Response to Comment 2.3: Consistency with the Manhattan Beach LCP was provided in the context of zoning and development regulations contained in the City of Manhattan Beach Local Coastal Program, Phase III Implementation program (*see page 92 of the Draft EIR*). While the Draft EIR included an analysis of applicable General Plan Land Use Policies (*see Table 11, City of Manhattan Beach General Plan Land Use Policies, on page 99 of the Draft EIR*), it did not include a separate discussion for applicable LCP policies. Because of the interrelated development guidelines of the City's Zoning Code and LCP, the land use analysis concluded that the City of Manhattan Beach and the project Applicant will be required to submit Coastal Development Permit Applications to the Community Development Department. The analysis then provides that with procurement of the necessary permits, land use impacts would be less than significant. The Coastal Commission has requested that the EIR and the coastal development permit address the proposed project's conformance with the policies of the certified Manhattan Beach LCP. As such, Table IV-1 on page 8, includes each of the referenced policies (as identified by the CCC) with a discussion of the project's conformance to these policies. This Table has also been incorporated as an Addition and Correction to the Draft EIR as it provides additional information regarding the project's compliance with the LCP.

As provided in Table IV-1 on page IV-8, the project would have a less than significant impact in terms of consistency with applicable LCP policies. The addition of the above LCP policy consistency analysis

does not present any substantial new information to the Draft EIR. More importantly this additional information does not identify any significant impacts associated with land use or LCP consistency.

**Table IV-1
City of Manhattan Beach LCP Policies**

LCP Policy	Project Analysis
Parking and Traffic	
Policy II.B.5: Development of the former Metlox site shall provide the parking necessary to meet the standards set forth in Section A.64 of Chapter 2 of the Implementation Plan. All required parking shall be provided on the Metlox site.	Section A.64.40 of the LCP provides for the collective provision of parking for sites that serve one or more uses. Consistent with this provision, the parking analysis presented in the Draft EIR was based on a shared parking demand analysis that considered the total demand and available parking between the Metlox and Civic Center sites together. The shared parking demand analysis indicates that the 562 total parking spaces proposed by the project (for both Civic Center and Metlox sites) will provide sufficient parking to accommodate all of the uses proposed. Additionally, the analysis concluded that the project will provide an excess of 300 spaces for the public during the most critical time period for the area, Summer weekends. Therefore, parking on the Metlox site will be substantially in conformance with the Code (A.64, Ch 2) and is consistent with LCP policies II.B.5, I.C.1 and I.C.2.
Policy I.C.1: The city shall maintain and encourage the expansion of commercial district parking facilities necessary to meet demand requirements.	
Policy I.C.2: The City shall maximize the opportunities for using available parking for weekend beach use.	
Policy I.C.17: Provide signing and distribution of information for use of the Civic Center parking for beach parking on weekend days.	The City currently maintains a signage program to inform the public of available parking areas within the City, especially within the Downtown and coastal access areas. Directional aides and signs are located throughout the Coastal Zone at locations such as 45 th Street and Highland Avenue, 24 th Street and Highland Avenue and the Civic Center Area. The existing signage in the project vicinity will be updated accordingly during the construction period and again during the operation of the project to direct visitors to appropriate public parking lot entrances on the Civic Center and Metlox sites. Therefore the project would be consistent with LCP policies 1.C.17 and 1.B.7.
Policy 1.B.7: The City shall provide adequate signing and directional aides so that beach goers can be directed toward available parking.	
Policy 1.C.8: Use of existing public parking, including, but not limited to, on-street parking, the El Porto beach parking lot, and those parking lots indicated on Exhibit #9, shall be protected to provide public beach parking.	The Civic Center Metlox project site does not include any parking areas that serve as primary parking lots for beach parking. Therefore the project will not eliminate parking spaces within beach parking lots within the City and would be consistent with this policy.
Policy 1.C.10: Concentrate new parking in the Downtown Commercial District to facilitate joint use opportunities (office and weekend beach parking uses).	As discussed above, the parking demand analysis and parking program for the proposed project is based on a shared parking concept between the Civic Center and Metlox uses. In addition to all of the Civic Center uses, the office component of the Metlox project provides additional parking availability on weekends as those uses typically operate on weekdays only. In addition the Draft EIR estimated that roughly 300 surplus parking spaces would occur during summer weekends, the

LCP Policy	Project Analysis
Parking and Traffic	
	highest demand for beach parking. In this regard the proposed project will provide additional parking for the downtown area and beach uses and would be consistent with LCP policy 1.C.10.
Policy 1.C.16: Improve information management of the off-street parking system through improved signing, graphics and public information maps.	As discussed above, the City’s existing signage program will be updated as the project is constructed. The Town Square envisioned for the Metlox property will also provide public information areas that will be used to provide useful information to the public regarding parking availability and other public programs within the City.
Policy 1.C.3: The City shall encourage additional off-street parking to be concentrated for efficiency relative to the parking and traffic system.	The proposed project will accommodate the anticipated parking demands of the proposed Civic Center and Metlox uses in on-site underground parking structures. As such the project would be consistent with this policy.
<p>Policy 1.A.2: The City shall encourage, maintain and implement safe and efficient traffic flow patterns to permit sufficient beach and parking access.</p> <p>Policy 1.A.1: The City shall maintain the existing vertical and horizontal accessways in the Manhattan Beach Coastal Zone.</p>	No public roads or accessways will be blocked by the proposed project. Rather, the project proposes to dedicate a 13 th Street extension through the property to provide through access between Morningside Drive and Valley Drive. This improvement is expected to improve traffic circulation on the surrounding roadways. In addition, several access driveways for the proposed parking structures are proposed to facilitate ingress and egress to the site and to provide efficient traffic flow through the area. As such the project is consistent with these policies.
Policy 1.A.3: The City shall encourage 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 walk streets and public open spaces).	The proposed project will not eliminate any public park or recreation areas and will not impact the jogging trail along Valley Drive and Ardmore Avenue. Rather, the project proposes a town square element within the Metlox Block concept design and will increase public gathering areas and pedestrian access throughout the Civic Center and Metlox sites. In this regard the project will encourage pedestrian activity around and directly through the project site. The proposed dedication of 13 th Street will further improve pedestrian access to the beach as it will provide additional access points through the downtown area from the adjacent neighborhoods to the east.
Policy 1.A.4: The City shall maintain use of commercial alleys as secondary pedestrian accessways.	
Policy 1.B.3: The City shall encourage pedestrian and bicycle modes as a transportation means to the beach.	

LCP Policy	Project Analysis
Parking and Traffic	
<p>Policy II.A.2: Preserve the dominant 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.</p>	<p>The proposed project includes a series of one and two story buildings that will be constructed at a maximum height of 30 feet. A variance from the code will be required for the Tower Element, which is expected to exceed the 30 foot height requirement. This element, however, will provide a public lookout tower, providing additional public views of the beach and overlooking the entire Downtown area. No commercial uses will occupy this lookout feature. In this regard, the Tower Element is a public feature that will add to the character of the town square by creating a focal point for the site as an entryway to the Downtown area, and would be substantially consistent with this policy.</p>
<p>Policy II.A.3: Encourage the maintenance of commercial area orientation to the pedestrian.</p>	<p>The Metlox and Civic Center projects incorporate a high degree of pedestrian oriented streetscapes and designs to integrate the two properties. The project will include a 13th Street dedication with two sidewalk areas to facilitate additional pedestrian flows. The project will also provide increased areas for pedestrian sidewalks along Valley Drive and Manhattan Beach Boulevard. As such, the project will be consistent with this policy.</p>
<p>Policy II.A.7: Permit mixed residential/commercial uses on available suitable commercial sites.</p>	<p>The proposed project does not include any residential uses. A residential condominium project was previously proposed for the Metlox project site. However, it was previously decided that such a use was an inappropriate use for the project site given the sites location within the Downtown Commercial District. Because of the Metlox property's unique location adjacent to the Civic Center and its orientation relative to Manhattan Beach Boulevard, the project site has the potential to provide an entryway to the Downtown District and integrate as a public/private mixed-use project that will integrate with the Civic Center uses. As such, developing a mixed-use residential project would not be a suitable use for the Metlox site.</p>

LCP Policy	Project Analysis
Parking and Traffic	
<p>Policy III.3: The City should continue to maintain and enforce the City ordinances that prohibit unlawful discharges of pollutants into the sewer system or into the tidelands and ocean. (Title 5, Chapter 5, Article 2; Chapter 8).</p> <p>Policy III.14: City Storm Water Pollution Abatement Program: The City of Manhattan Beach has initiated a storm water pollution abatement program that involves not only several of the City departments working together, but also the other cities in the Santa Monica Bay watershed. The initial action plan was to create a new ordinance regarding illegal dumping to catch basins and the storm drain systems. In the process it was found that a number of ordinances already exist on the books that cover most of the original concerns. It was determined that those significant codes contain strong enforcement capabilities and that the present city staff needs to be educated and made aware of those existing codes, some of which date back to the 1920's but are still enforceable. The program is to develop codes and building standards to implement the Good Housekeeping requirement and the Best Management Procedures of the Santa Monica Bay Restoration Project Action Plan, educate staff, eliminate potential loopholes within the existing code sections, and initiate supplemental ordinances regarding storm water pollution abatement giving the County the right to prosecute polluters to the County storm drain system (a requirement of the Santa Monica Bay storm way discharge permit).</p>	<p>Water quality is addressed in the Draft EIR (<i>see Section V.G Hydrology/Water Quality of the Draft EIR beginning on page 161</i>). As discussed in the project analysis, the project will be required to comply with all applicable water quality ordinances and will be subject to a NPDES and SUSMP permit procedures for stormwater discharge. Mitigation Measures have been recommended to minimize direct runoff to the adjacent streets and alleys by directing runoff from roofs and impervious surfaces to landscaped areas. In addition, in response to comments on the Draft EIR submitted by the City of Manhattan Beach Department of Public Works Department (<i>See Response to Comment 7.2</i>) additional storm water protection mitigation measures have been added to screen and channel water runoff away from commercial trash receptacle bins. Implementation of such measures will further reduce the project's less than significant impacts upon water quality. As such, the project will be consistent with LCP policies III.3 and III.4, relative to water quality.</p>

Response to Comment 2.4: The proposed project includes mitigation measures to ensure compliance with the NPDES permitting program requirements during the construction process. Mitigation is also provided to ensure compliance with the recently adopted County Standard Urban Storm Water Mitigation Plan (SUSMP). These measures are adequate in serving the CCC's main objective to reduce negative impacts to the marine environment both during and subsequent to the proposed project.

It is noted that the Increased Parking Alternative would provide greater consistency with the above stated LCP policies that encourage the expansion and concentration of parking in the Downtown Commercial Parking District. As indicated in Section VII, Alternatives of the Draft EIR (*see Draft EIR, page 229*) the Increased Parking Alternative was not selected as the "environmentally superior" alternative. Mainly this was due to the secondary traffic impacts that would result by providing additional parking, and that the increased parking would be inconsistent with the project objective of providing a low-scale community oriented commercial development.

Response to Comment Letter 3

California Department of Transportation (CALTRANS)
120 S. Spring Street
Los Angeles, CA 90012
Stephen J. Buswell, Program Manager

Response to Comment 3.1: This comment provides a summary of the project description. No response is necessary.

Response to Comment 3.2: The DEIR indicates that the significant project-related impact identified at the Sepulveda Boulevard (SR1)/Manhattan Beach Boulevard intersection would be mitigated by contributing to the construction of an additional northbound-to-westbound left-turn lane on SR1 or an additional eastbound-to-northbound left-turn lane on Manhattan Beach Boulevard to create double left-turn lanes. While the southbound deceleration lane suggested in the comment would be beneficial and may be pursued by the City of Manhattan Beach independently of this project, it is not required as an additional project-related mitigation measure.

Response to Comments 3.3: It is agreed that the addition of northbound and southbound right-turn lanes on Sepulveda Boulevard at Manhattan Beach Boulevard and associated signal modifications would improve the operation of the intersection and may be pursued by the City of Manhattan Beach independently of this project. These improvements are not required, however, as additional mitigation measures for the proposed project. The dual left-turn lanes at this intersection that were identified in the DEIR and described in the response to comment 3.2 would adequately mitigate the project-related impacts at this intersection to less than significant levels.

Response to Comment Letter 4

Department of Toxic Substances Control
1011 N. Grandview Avenue
Glendale, CA 91201
Harlan R. Jeche, Unit Chief
Southern California Cleanup Operations

Response to Comment 4.1: Environmental impacts associated with risk of upset and toxic materials is addressed in Section V.E of the Draft EIR (*See Section V.E., Risk of Upset, beginning on page 109 of the Draft EIR*). As discussed on page 111 of the Draft EIR, historical soil contamination on the Metlox site has been remediated, and a closure report has been issued for the site. Although the project is not anticipated to have a significant impact involving soil contamination, to further minimize any unforeseen impacts the following mitigation measure has been added to the Draft EIR (*See Section II., Additions and Corrections, page II-9*):

- *“If during construction of the project, soil contamination is suspected, construction in the area should stop and appropriate Health and Safety procedures should be implemented. The Department of Toxic Substances Control (DTSC) Voluntary Cleanup Program (VCP) should be contacted at (818) 551-2866 to provide the appropriate regulatory oversight.”*

Response to Comment Letter 5

Southern California Association of Governments (SCAG)

818 West Seventh Street, 12th Floor

Los Angeles CA 90017-3435

Jeffrey M. Smith, AICP

Senior Planner, Intergovernmental Review

Response to Comment 5.1: This comment acknowledges that the proposed project is not regionally significant per Areawide Clearinghouse criteria. No response is required.

Response to Comment Letter 6

County Sanitation Districts of
Los Angeles County
1955 Workman Mill Road
Whittier, CA 90601-1400
Ruth I Frazen, Engineering Technician,
Planning and Property Management Section

Response to Comment 6.1: Project impacts upon wastewater were addressed in Section VI., General Impact Categories of the Draft EIR. This issue was also covered in the Initial Study assessment, included as Appendix A to the Draft EIR. Early consultation with the Sanitation District resulted in two earlier response letters with slightly different figures for the Joint Water Pollution Control Plant and the expected wastewater flow for the proposed project. This response letter provides the following updated information regarding wastewater:

“The Joint Water Pollution Plant processes an average flow of 333.5 million gallons per day of wastewater and the expected average wastewater flow from the project site is 54,890 gallons per day.”

This information will be incorporated in the Final EIR as part of the Additions and Corrections Section to amend page 189 of the Draft EIR (*See Section II., Additions and Corrections, page II-12*). The County Sanitation District’s letter acknowledges that all other information in the Draft EIR is accurate and complete. Therefore, the conclusion presented in the Draft EIR that wastewater impacts would be “less than significant” would remain unchanged.

Response to Comment Letter 7

City of Manhattan Beach
Department of Public Works
Neil Miller, Director of Public Works
Interdepartmental Correspondence

Response to Comment 7.1: This comment acknowledges the Public Works Department's position that removing any on-street parking to widen roadways is infeasible and not recommended. This comment is noted for the record and will be forwarded to the decision makers for their consideration. The DEIR indicates that the intersection of Highland Avenue and 15th Street would be significantly impacted by the proposed project, and the construction of a southbound right-turn lane has been suggested as a possible mitigation measure. It is acknowledged that this measure, if implemented, would result in the elimination of parking spaces on Highland Avenue. The Manhattan Beach City Council will ultimately determine whether it would be better to mitigate the traffic impact at this intersection and lose parking spaces or to retain the parking spaces and accept an unavoidable significant impact by issuing a statement of overriding considerations. The recommendation by the Department of Public Works that this mitigation measure not be implemented due to potential adverse secondary impacts (loss of street parking) will be forwarded to the decision makers.

Response to Comment 7.2: This comment notes that the Standard Urban Storm Water Mitigation Plan (SUSMP) provides the minimum storm water mitigation measures for a project and the Public Work's Department imposes additional requirements for project's within the City. It should be noted that the Draft EIR includes, as a mitigation measure a requirement that a Drainage Plan to be submitted to the Department of Public Works, in accordance with the SUSMP. As such the Department of Public Works will have discretionary approval over the design and construction features of the project's drainage plan to ensure water quality impacts are minimized to the maximum extent feasible. The Department has noted the following design feature will be enforced during the plan check, and has been added as a mitigation measure to page 170 of the Draft EIR (*See Section II., Additions and Corrections, page II-11*):

“Commercial trash enclosures must be covered so that rainwater cannot enter the enclosure and the trash enclosure must be connected to the sanitary sewer system”.

This feature will further protect water quality runoff from the site from a potential source of contamination. Impacts upon water quality would remain less than significant.

Response to Comment Letter 8

City of Manhattan Beach Fire Department

Dennis Groat, Fire Chief

Interdepartmental Correspondence

Response to Comment 8.1: For the record, the new Public Safety Facility would incorporate all functions of Fire Station No.1 only. Fire Station No.2 is a separate fire station at a separate location in the City of Manhattan Beach. Fire Station No. 2 is not included within the scope of this project.

Response to Comment 8.2: This comment is consistent with the information presented in the Initial Study which concluded that impacts upon Fire Department services were anticipated to be less than significant. This comment is noted for the record.

Response to Comment 8.3: This comment correctly notes that page 43 of the Draft EIR incorrectly states “16,250 total square feet should be constructed to meet the current and future needs of the Fire Department.” The Draft EIR will be revised accordingly to state “*The needs assessment prepared for the MBFD has identified a need for approximately 16,250 total square feet of functional support space.*” This revision will not affect the environmental analysis for any of the environmental issue areas.

Response to Comment 8.4: This comment provides additional details regarding the standard operations of the Fire Department that will continue to occur on site. Page 109 of the Draft EIR has been revised accordingly in the Final EIR (*see Section II., Additions and Corrections, page II-9*) to include the following information:

“The Fire Department is responsible for the collection, temporary storage, and proper disposal of small quantities of some materials that are regulated under Hazardous Materials statutes. These include the cleanup materials used to absorb small amounts of oil or gasoline from streets and small quantities of oil, paint, etc., that are surreptitiously abandoned on our streets and sidewalks. This process is performed in accordance with all applicable laws and ordinances, and does not pose any significant risks to the persons in or near the Civic Center Facilities.”

This addition information does not affect the environmental analysis for any of the environmental issue areas.

Response to Comment 8.5: This comment is noted for the record and will be incorporated into the Final EIR within the Additions and Corrections Section. Page 110 of the Draft EIR will be revised to state:

“The current Metlox Site was actually two separate parcels. Each of these parcels was cleaned and remediated separately and at different times, under the direct supervision of the County of Los Angeles. After testing, each parcel was issued a letter of compliance from the County.”

This addition does not affect the conclusions of the environmental analysis of the Risk of Upset section of the Draft EIR and does not identify any new significant impacts.

Response to Comment 8.6: This comment is noted for the record. The reader is referred to Section VI., General Impact Categories, of the Draft EIR which states: *“The project site will be served by and house one of the two City of Manhattan Beach Fire Departments.”* (see Draft EIR, page 187) Impacts upon Fire Department related services were determined to be less than significant in the project Initial Study assessment. This revision will not change the conclusion of the Draft EIR with regard to emergency or Fire Department services. Impacts upon Fire Department services would remain less than significant.

Response to Comment Letter 9

City of Manhattan Beach Police Department
Ernest M. Klevesahl, Jr., Chief of Police
Interdepartmental Correspondence

Response to Comment 9.1: This comment notes that police officers respond to calls from their patrol cars and not directly from the Police Station, therefore, response times to the Civic Center or the Metlox property would not be immediate. This clarification does not change the less than significance determination of the Draft EIR because in some instances a foot response could, and likely would be provided from officers that are on duty and at the police station in emergency situations. The intention of the Draft EIR was to note the on-going presence of police officers on site and the deterrent effect it may have on reducing crime. It is noted that the Police Department's primary response to calls under a normal course of action would be provided from field units patrolling City Streets.

Response to Comment 9.2: This comment notes that the information presented in the Draft EIR with regard to the City's total area is incorrect. On page 43 of the Draft EIR, the first sentence states: "The City's 1997 population is approximately 34,000 with an area of 2.27 square miles." This information was obtained from reviewing the supplemental exhibits attached to the City's Request for Proposals, dated July 1998. It should be noted that current City records indicate the City's total area is approximately 3.88 miles. This correction will be noted within the Additions and Corrections Section of the Draft EIR. This revision does not affect any of the environmental analysis conclusions presented in the Draft EIR.

Response to Comment 9.3: The number of sworn officers working for the Manhattan Beach Police Department was derived from the official City Manhattan Beach web page (<http://www.ci.manhattan-beach.ca.us/faqs/demograp.html>) on May 5, 2000. The appropriate changes will be included to revise page 104 of the Draft EIR in the Additions and Corrections Section of the Final EIR. The revision does not affect the conclusions of significance regarding police protection services presented in the Draft EIR.

Response to Comment 9.4: This comment states that the following statement of the Draft EIR is not a true representation of project impacts: "*As discussed with the department, patrol officers normally patrol the city in marked police vehicles and respond from the field to calls for service. However, the increased demand on the MBPD by the project may impact response times to other emergencies in the City.*" (Draft EIR page 106). However, the commentor does not provide any additional direction or guidance regarding how or why this statement misrepresents project impacts. The intent of the Draft EIR is to acknowledge that an increase in on site population would increase demands upon police services to some extent. Hence, if officer's are responding to calls on the project site their response would be delayed to other

emergencies within the immediate patrolling area. In turn, officers from broader City areas may be requested to respond, thus resulting in an increased response time. The City Police Department maintains the position that it can adequately serve the project site without significant impacts to their overall performance standards.

Response to Comment 9.5: This comment identifies an incorrect page reference, or “reference source not found” message in the text of the EIR (Draft EIR, page 224). This is a formatting error and does not affect the environmental analysis data presented in the EIR. The correct table reference is “Table 37, Daily Operational Emissions - Alternative Mixed Use Metlox Development”, presented on the following page (See Draft EIR, page 224). This error will be noted in the Additions and Corrections Section of the Draft EIR.

Response to Comment 9.6: As mentioned on page 209 of the Draft EIR, the continued operation of the Police and Fire Department services without any improvements to the existing facilities would have a negative impact upon Public Services, as compared to what would occur with the Civic Center improvements proposed with the project. This comment further notes the beneficial impacts that may occur as a result of the proposed project. This comment is noted for the record and does not change any of the significance conclusions relative to police services.

Response to Comment Letter 10

Downtown Manhattan Beach Business & Professional Association
Shelby L. Phillips, Executive Director
P.O. Box 3298
Manhattan Beach, CA 90266

Response to Comment 10.1: This comment identifies the commentor and provides an introduction for comments 10.2 through 10.15, below. Due to its proximity to the beach and coastal resources (e.g., Manhattan Beach has approximately 40 acres of recreational area along two miles of beach frontage), Manhattan Beach experiences seasonal variations in traffic patterns. Because of the different traffic patterns associated with winter and summer seasons the traffic impact analysis included two sets of analysis for each season. The traffic analysis for the winter season was based on baseline traffic counts taken during winter months. Likewise, the traffic analysis for the summer season was based on baseline traffic counts taken during summer months. (See Draft EIR, page 113). Because separate baseline traffic volumes and patterns were recorded for each season, traffic impacts between summer and winter months would differ as well.

Response to Comment 10.2: This comment incorrectly asserts that the Draft EIR failed to acknowledge the historic (and present) use of the Metlox site as a temporary public parking lot. The Draft EIR is clear in stating that part of the Metlox site is currently paved and used as a temporary parking lot. It should be noted that the Draft EIR details the existing zoning variance for the temporary use of the site as a parking lot. See Draft EIR pages 44 and 90.

Response to Comment 10.3: As discussed on page 90 of the Draft EIR, the City Council approved a Use Permit and Coastal Development Permit to permit temporary parking on the Metlox site. The current use of these spaces is available to the general public, as well as businesses participating in the Downtown Merchant parking program. The parking lot was explicitly approved as a temporary use only, and was not intended, nor approved to ever be utilized as a permanent parking area. Specifically, the temporary permit stated that: “The Use Permit and Coastal Development Permit, under no circumstances, shall remain valid after April 22, 2002.” Therefore, the loss of these parking spaces is not considered a project impact.

Previous parking studies within the Downtown Business District were reviewed in the preparation of the Draft EIR as they included relevant information regarding the existing parking inventory on the project site. Specifically the Downtown Manhattan Beach Parking Management Plan Report was referenced. An

official reference has been added in the Additions and Corrections Section of the Final EIR to amend page 234 of the Draft EIR.

Parking Lot 5 was discussed and adequately accounted for in the parking availability impact analysis in the Draft EIR (*see Draft EIR page 124*). Although the Draft EIR states that there are 40 parking spaces in Lot 5, there are actually only 35 spaces. This correction has been noted in the Additions and Corrections Section of the Final EIR. The Downtown Vehicle Parking District which the commentor is referring to is a City Policy to provide merchants within the Downtown Business District the option of purchasing quarterly parking passes. These parking passes permit employees to park in designated public parking lots without feeding the meters. Currently there are 38 permits for the lot. Since on average approximately only one-half of the permit holders occupy the lot at any one time, there are additional spaces that are available for general use by the public. Of these 38 permits only 2 are required off-site parking spaces. The City has the authority to modify or stop the merchant parking program at its sole discretion. There are no vested rights to merchants or any other individuals to park in City owned parking lots. With regard to the loss of these parking spaces, it is expected that these spaces can easily be replaced within the proposed Civic Center/Metlox parking lots. The proposed parking for the Civic Center/Metlox project will include a surplus over their peak demand hours of approximately 106 spaces (*see Draft EIR page 158*). Therefore, the proposed parking plan will be able to accommodate the parking demands of the project's uses, as well as provide replacement parking for the 35 spaces lost from the removal of Lot 5, including those that are utilized as part of the merchant parking program.

Response to Comment 10.4: The analysis of future traffic conditions as well as parking demands assume a complete and successful project. All assumptions and methodologies utilized in the traffic analysis assume a successful project. In addition, many of the analyses assumptions used to predict project impacts are aimed at presenting a worst case scenario. Should the project be less successful than anticipated, the net result on parking for the rest of the Downtown District would be reduced. However, an unsuccessful project is not anticipated. Parking spaces proposed for project demands would simply free-up parking availability for other commercial uses in the Downtown District.

Response to Comment 10.5: The commentor's inventory of existing parking is incorrect. As indicated on page 124 of the Draft EIR, 180 parking spaces are currently provided in the Civic Center parking lot; 35 public spaces are located in Lot 5; and 125 temporary parking spaces in Lot M. This is a total of 340 existing parking spaces. Not including the secured parking provided for Police and Fire Department vehicles, the proposed project will provide a total of 446 public parking spaces. This is a surplus of 106 spaces over existing conditions.

Response to Comment 10.6: The existing parking spaces currently provided within Lot 5 and Lot M will be replaced by the proposed projects parking lots. The proposed lots will include surface parking as well as subterranean parking. In addition, a total of 20 street parking spaces are expected to be created by the dedication of 13th Street. As stated in the Draft EIR, in May 1996 the City Council approved a Use Permit and Coastal Development Permit to allow for the temporary use of the Metlox site as a surface parking lot. The use of these spaces is available to the public, as well as businesses participating in the

Downtown Merchant parking program. The parking lot was approved as a temporary use, and was not intended, nor approved to be utilized as a permanent parking area. Specifically, the resolution states that: “The Use Permit and Coastal Development Permit, under no circumstances, shall remain valid after April 22, 2002.” Please refer to comments 10.4 and 10.5.

Response to Comment 10.7: A summary discussion of the parking impacts for the proposed project is provided on page 27 of the Draft EIR. A full discussion on the project’s parking impacts is provided in Section V.F. Transportation/Circulation of the Draft EIR, on page 158. A discussion of the parking impact for each of the project alternatives is provided in Section VII. Alternatives to the Proposed Project, beginning on page 196.

Response to Comment 10.8: The concept of shared parking is discussed on page 10 of the Draft EIR. Specifically, the Draft EIR States: “The proposed parking will serve both the Civic Center and Metlox developments and may be designed to provide surplus parking for the downtown area. This opportunity to provide shared parking between the public and private components is a major consideration in the proposed design. The Civic Center functions, normally occurring between 8 a.m. to 5 p.m. (except for 24 hour-a-day public safety functions), provides an opportunity to allow usage of Civic Center parking facilities after work hours and on weekends. This is similar to the current arrangement at the Civic Center, which opens employee parking to the general public after 5 p.m.”

The commentor incorrectly claims that the Civic Center will provide less parking than currently exists. As discussed in response to comment 10.5, the proposed project will create 446 parking spaces. This is approximately 106 additional parking spaces over existing conditions.

Response to Comment 10.9: The parking study in the Draft EIR addresses the parking impacts of the proposed project, not the Downtown District. While it is recognized that the existing and proposed parking spaces on the project are shared with the general Downtown market area, the goal of the project is not to provide as much parking as possible. The availability of parking in the Downtown District is affected by a number of factors including the uses on the project site, the Downtown market, and mainly beach visitors. The community has argued that they do not want to create a destination venue that will attract additional visitors from outlying communities. In keeping with the goal to provide a low scale community oriented commercial development, the project seeks to provide enough parking to accommodate the anticipated parking demands of the project as well as provide some surplus parking to accommodate the Downtown District. Any substantial amount of additional parking beyond what has been proposed would attract additional beach visitors and may result in a destination effect for the proposed project, attracting additional persons to the Downtown Manhattan Beach area.

Response to Comment 10.10: The proposed parking layout is depicted in the Conceptual Site Plan depicted in Figure 5 on page 33 of the Draft EIR. While the diagram does not indicate parking stalls for the subterranean levels, the driveway access ramps are depicted to indicate where the garages will be accessed from. The parking layout is considered conceptual and is subject to change. However, any and all changes will be substantially in conformance with the layout depicted in the Draft EIR.

Response to Comment 10.11: If both the Metlox and the Civic Center developments were ultimately approved, the construction of these two components would not occur simultaneously. As part of the entitlement process, the project Applicant and the City of Manhattan Beach will be required to submit construction plans that address parking plans for construction workers and haul route plans to the Department of Public Works. The construction process will be carefully planned and implemented to ensure development of the project elements minimizes adverse impacts on the adjacent Downtown Commercial District and Civic Center uses. While it is anticipated that the construction process will involve the temporary loss of existing parking spaces, the construction process will be planned to reduce the loss of parking to the maximum extent feasible. The following mitigation measures will be incorporated as a condition of project approval to ensure impacts upon the surrounding community are reduced to less than significant levels. (*See Section II, Additions and Corrections, page II-10*)

“Prior to any construction activities, a Construction Plan shall be submitted for review and approval to the City of Manhattan Beach Public Works Department and Community Development Department. Construction Plans shall address parking availability and minimize the loss of parking for existing on-site Civic Center operations that will continue to operate throughout the construction period. To minimize potential adverse impacts upon the Downtown Commercial District construction workers shall not be permitted to park in the adjacent public parking structures or street parking spaces. The parking plans shall provide adequate on-site parking areas for construction workers and/or consider providing additional construction parking at off-site parking lot locations and providing bussing or car-pool services to the construction site. The proposed construction plan shall designate appropriate haul routes into and out of the project area. Truck staging areas shall not be permitted on residential roadways or adjacent to any school site.”

Response to Comment 10.12: Providing additional parking for the Downtown District is not a goal of the proposed project. Adding this suggested goal to the project objectives would be inconsistent with the other project objectives geared towards providing a low scale community-oriented commercial development that would serve as a gateway to the Downtown Commercial District. For purposes of preserving the local community oriented character of the Downtown Manhattan Beach area and not developing a destination venue that will attract more persons from outlying communities, parking availability is proposed to accommodate the proposed uses. The on-site parking will however continue to support shared parking with the rest of the Downtown District. The project is designed to accommodate a moderate amount of surplus parking for shared use with the Downtown District. Providing additional amounts of surplus parking, beyond what is proposed, would result in secondary impacts on traffic and circulation that are not desired for the Downtown area.

Response to Comment 10.13: The analysis for each of the environmental issue areas assumes a successful project. The effects of a successful project are expected to result in positive impacts on the viability of the remainder of the Downtown District. One of the stated goals of the proposed project is to provide a mix of unique local serving commercial tenants who will compliment and not compete with the existing Downtown uses.

Response to Comment 10.14: As indicated on page 158 of the Draft EIR, the proposed project will provide a total of 562 parking spaces, of which 446 will be made available to the public. The project is therefore expected to meet the projected peak parking demands.

Response to Comment 10.15: The parking analysis for this alternative was unintentionally omitted in the printing of the Draft EIR. The following information is therefore added to the alternatives analysis to inform the decision makers of the parking impacts of the Alternative Mixed Use Metlox Development.

Page 228 “Alternative Mixed-Use Metlox Development”, add the following information to the end of the Transportation/Circulation Subheading:

*“**Parking.** The Alternative Mixed-Use Metlox Development alternative proposed a development that is similar to the size and scale of the proposed project, with a different mix of uses. As compared to the proposed project, this alternative would increase commercial office space and decrease the amount of retail space. The alternative would include the same amount of parking, providing a total of 562 spaces, of which 446 will be made available to the public. The parking impacts would generally be the same as described for the proposed project. However, this alternative would likely have a beneficial impacts upon parking availability during the weekends, when Downtown parking demand is at its peak. This is mainly because this alternative has a higher amount of office space and a lower amount of retail. The office use does not generate a demand for weekend parking, which would result in a greater amount of shared parking availability for other project and Downtown uses. Parking impacts would be similar to the proposed project, and slightly beneficial in terms of providing surplus parking for shared uses.”*

Response to Comment Letter 11

Residents For A Quality City

P.O. Box 1882 Manhattan Beach CA 90267

Bill Eisen

Response to Comment 11.1: Noticing was provided for the January 11 2000 scoping meeting in accordance with CEQA Guidelines 15202. CEQA Guidelines provides that notice for public hearings shall be given in a timely manner and that notice may be given in the same time as notice for other regularly conducted public hearings. The Notice of Preparation, dated December 20, 1999, was completed and circulated to the public to provide notice of the EIR and to solicit public attendance at the January 11, 2000 public scoping meeting. This notice was mailed to over 500 residents who were listed on a mailing list provided by the City Planning Department. This notice was also published in the local newspaper on the following Thursday. In addition this NOP appeared on the City's official website under the Metlox Project news category.

Response to Comment 11.2: All verbal comments made a the public scoping meeting were taken into consideration during the preparation of the Draft EIR. The public scoping meeting was an informational meeting for the consultants to hear comments and concerns from interested individuals. Although an official transcript was not provided, the EIR consultants, Christopher A. Joseph and Associates, took notes on the verbal comments and suggestions made at the meeting. These written notes were provided in an internal memo that was transmitted to the project team and city staff following the public scoping meeting.

Response to Comment 11.3: The impacts to parking were addressed in the Draft EIR on page 158. Please refer to responses to comments 10.3 through 10.6. With regard to the loss of existing parking in Lot 5 and Lot M.

Lot M was never intended to be used as a permanent parking lot. As discussed on page 90 of the Draft EIR, the City Council approved a Use Permit and Coastal Development Permit to permit temporary parking on the Metlox site. The current use of these spaces is available to the general public, as well as businesses participating in the Downtown Merchant parking program. The parking lot was explicitly approved as a temporary use only, and was not intended, nor approved to ever be utilized as a permanent parking area. Specifically, the temporary permit stated that: "The Use Permit and Coastal Development Permit, under no circumstances, shall remain valid after April 22, 2002." Therefore, the loss of these parking spaces is not considered a project impact.

Parking Lot 5 was discussed in the Draft EIR on page 124. Although the Draft EIR states that there are 40 parking spaces in Lot 5, there are actually only 35 spaces. With regard to the loss of these parking spaces, it is expected that these spaces can easily be replaced within the proposed Civic Center/Metlox parking lots. The proposed parking for the Civic Center/Metlox project will include a surplus over their peak demand hours of approximately 101 spaces (*see Draft EIR page 158*). Therefore, the proposed parking plan will be able to accommodate the parking demands of the project's uses, as well as provide replacement parking for the 35 spaces lost from the removal of Lot 5, including those that are utilized as part of the merchant parking program.

Response to Comment 11.4: The petition filed on January 11, 2000 occurred before the Draft EIR was prepared. Therefore, an educated decision regarding the traffic impacts of this project could not have been made at that time. The ballot measure that resulted from that petition lost in a Citywide election. The commentor's opinion on the adequacy of the traffic study in the Draft EIR is noted.

Response to Comment Letter 12

Manhattan Beach Residents for a
Small Town Downtown
1219 Morningside Drive
Manhattan Beach CA 90266
Marika F. Bergsund

Response to Comment 12.1: This is an introductory comment and does not require a response.

Response to Comment 12.2: The comment and the DEIR indicate that many of the intersections in the study area currently operate at unacceptable levels of service during the peak periods, as indicated by a LOS E or F designation. While the proposed project is anticipated to add traffic to these intersections, project impacts, according to City of Manhattan Beach significance criterion, are not considered to be significant unless the additional traffic would result in an increase of 0.02 or greater in the intersection's volume/capacity ratio. This significance criterion is commonly used by many other Southern Californian jurisdictions to assess the impacts of development projects and to determine if project-related mitigation would be required. The underlying philosophy is that it would not be appropriate to require a particular development project to be responsible for mitigating existing traffic problems unless the anticipated impacts are above a designated threshold. State law, in fact, does not allow a project to be held responsible for the impacts of others. While it is acknowledged that there are numerous locations that have traffic congestion under current conditions, it would not be necessary for these conditions to be mitigated in conjunction with the Civic Center/Metlox development unless the designated significance threshold is exceeded. The locations that would be significantly impacted by the project have been identified in the DEIR and mitigation measures have been proposed, where feasible, to reduce such impact to less than significant levels. For intersections that can not be mitigated to less than significant levels, or for which the recommended mitigation measures are determined to be infeasible due to secondary impacts, a statement of overriding considerations will be required by the Lead Agency if the project is approved.

Response to Comment 12.3: As discussed above in Response to Comment 12.2, the City of Manhattan Beach's significance criterion was used to determine the project's impact on the surrounding roadways. As discussed on page 145 of the Draft EIR, the City of Manhattan Beach defines a significant traffic impact for intersections resulting in LOS E or F conditions where the project-related increase in V/C is greater than 0.002. As shown in Table 20 of the Draft EIR (page 154), the winter weekday traffic impacts for the Marine Avenue and Highland Avenue, Valley Drive and Blanche Road, Marine Avenue and Ardmore Avenue and 2nd Street do not exceed the significance criteria. Therefore, the Draft EIR's determination that the V/C increase at these intersections is "incremental" is a correct assessment in that

the increase is below the 0.002 threshold. Further, the incremental increase is adequately represented and quantified for all of the study intersections, not just those that exceed the significance threshold, for all traffic assessment periods (i.e., winter weekdays, summer weekdays, and summer weekends) in Tables 20, 21, and 22 on pages 154 –156 of the Draft EIR.

Response to Comment 12.4: As discussed above in Response to Comment 12.2, the City of Manhattan Beach’s significance criterion was used to determine the project’s impact on the surrounding roadways. The traffic impacts for the following intersections referenced in this comment were correctly determined to be below the City’s threshold for determining a significant traffic impact: Marine Avenue and Highland Avenue, Valley Drive and Blanche Road, Ardmore Avenue/Marine Avenue and Pacific Avenue, Ardmore Avenue and 2nd Street. Impacts for these intersections were adequately determined based on the City’s significance criteria for determining a significant traffic impact. The intersection of Sepulveda Boulevard and Manhattan Beach Boulevard was correctly identified as being significantly impacted by the project and mitigation measures were recommended to mitigate this significant impact. With implementation of the recommended mitigation measure (to contribute to the installation of dual left turn lanes in the northbound and eastbound directions) project-related impacts would be reduced to below the significance threshold at this intersection.

Response to Comment 12.5: As discussed above in Response to Comment 12.2, the City of Manhattan Beach’s significance criterion was used to determine the project’s impact on the surrounding roadways. Traffic impacts at the intersection of Marine Avenue and Sepulveda Boulevard during the summer weekend period would not exceed the City’s significance criteria of a 0.002 increase in V/C ratio for intersections resulting in LOS E or F. The resulting project related increase in V/C for this intersection during the Summer Weekend period on Saturdays and Sundays was 0.003, well below the significance levels. As such, project related impacts at this intersection were correctly determined to be less than significant.

Response to Comment 12.6: The commentor’s opinions are noted and will be forwarded to the decision makers for their consideration. The Traffic Impact Analysis addressed traffic impacts for three different time periods because of Manhattan Beach’s proximity to the beach and its effects on the community which experiences traffic patterns that fluctuate on a season basis. During the NOP process and community meetings several individuals requested that the EIR evaluate project traffic impacts during both the winter and summer traffic conditions. Accordingly, the Draft EIR conducted traffic analysis for the Winter Weekday, Summer Weekday and Summer Weekend periods. This separation of impacts provides the decision makers with additional information and does not trivialize traffic impacts for any time period. The statement that the impacts would only occur during the summer at specific times does not trivialize the significance of the impacts, rather it is intended to inform decision makers as to the extent and duration of impacts. This is particularly important in evaluating whether it may be more appropriate to accept the unavoidable seasonal traffic impacts rather than recommend a major intersection improvement program that would result in permanent secondary impacts that occur year-round.

Response to Comment 12.7: The proposed project would provide a sufficient number of spaces to satisfy the parking demands of the employees and customers of the on-site uses. There would also be some excess spaces that would be available to the general public to partially accommodate the overflow parking demands of nearby uses. This surplus of parking supply is anticipated to minimize the occurrence of parking intrusion in the surrounding residential neighborhoods. It is acknowledged, however, that if the on-site parking spaces are pay spaces, that some employees and customers would elect to seek free parking on the nearby unrestricted residential streets. For this reason, the Draft EIR recommended that the City consider establishing an employee parking program to alleviate parking impacts on the Downtown Commercial District as a mitigation measure. Please refer to page 160 of the Draft EIR (third bullet point). To ensure implementation of this mitigation measure, it will be rewritten in the Final EIR and Mitigation Monitoring and Reporting program as follows:

“Employee parking programs shall be required for the Metlox commercial establishments to alleviate the parking demands within the Downtown Commercial District. Potential mitigation options may include satellite parking programs and/or providing tandem parking stalls designated for employees only.”

Response to Comment 12.8: The Los Angeles County Congestion Management Program (CMP) indicates that a designated CMP intersection may be significantly impacted and should be evaluated if a proposed development project is expected to contribute 50 or more vehicle trips to the intersection during either the AM or PM peak hour. Based on the peak hour traffic generation estimates cited in the DEIR and the anticipated geographical distribution of the site’s patronage, it is expected that the Metlox development would contribute well below 50 vehicle trips per hour to the intersection of Sepulveda and Rosecrans, which is a designated CMP intersection. The land uses proposed for Metlox are not generally considered to be the type that would result in a regional patronage draw. The percentage of site-generated vehicle trips traveling to and from the San Diego Freeway would, therefore, be relatively low. Therefore, the project would not result in a significant impact based on the significance criteria stated in the DEIR.

Response to Comment 12.9: The elimination of parking spaces to provide an additional lane at the intersection of Highland at 15th Street is a feasible mitigation measure. The loss of parking spaces, however, would result in secondary impacts because on-street parking spaces would be eliminated. This impact would not be considered significant impact because the loss of spaces would be offset by the excess parking spaces provided within the project site. The project is expected to provide a surplus of 101 parking spaces at its peak demand time. A decision will have to be made by the Manhattan Beach City Council whether it would be best to mitigate the traffic impacts at this intersection by eliminating parking and modifying the streetscape chokers or to leave the parking intact and accept an unavoidable impact by adopting a statement of overriding considerations regarding the significant traffic impacts at this location. Right-of-way acquisition and a physical widening of the street are not proposed as a mitigation measure.

With regard to the intersection of Highland at Manhattan Beach Boulevard, the DEIR indicates that mitigation would require a widening of the roadway, which is not considered feasible because of right-of-

way constraints at this location. The DEIR does not, therefore, recommend mitigation but instead states that this intersection would have an unavoidable significant impact during the summer on Sunday afternoons.

With regard to the mitigation measures that are proposed to be initiated only if warranted based on actual traffic counts after the project is developed, this approach was recommended to ensure that these aggressive capital-intensive street improvements are implemented only if the projected traffic increases actually occur. More specifically, it would not be appropriate to install a new traffic signal at the Highland/13th Street intersection unless a signal is warranted based on Caltrans guidelines. Similarly, it would not be necessary to install dual left-turn lanes on Valley Drive at 15th Street until the Caltrans-recommended traffic volume thresholds are exceeded. Traffic impact studies are based on a set of conservative assumptions regarding the level of traffic generated by a project and the geographical distribution of this traffic onto the street network. It would not be prudent to construct a major street modification based on an estimated impact that is slightly over the significance threshold unless it can be demonstrated that the improvement is actually needed. To address these issues, it is acceptable to develop a mitigation monitoring program that can be used to apply specific mitigation measures to observed conditions. This approach guards against implementing measures that might have secondary impacts until such time that the actual need for the measure is demonstrated. It also allows the mitigation measures to be scheduled for implementation when they are needed rather than prior to the project development. This type of phased mitigation program is consistent with CEQA. While the required mitigation measures have been identified, it is not required that they be implemented until needed, based on the specified criteria and the results of the mitigation monitoring program. To further clarify this issue and to ensure secondary traffic assessments are implemented for significantly impacted intersections, the following mitigation will be incorporated into the Additions and Corrections Section of the Final EIR:

“The City Traffic Engineer shall conduct secondary “post-project” traffic assessments at the intersections of Highland Avenue & 13th Street, and Manhattan Beach Boulevard & Valley Drive/Ardmore Avenue to determine the actual traffic impacts of the proposed project. Should the results of this assessment verify significant impacts are realized, the mitigation measures recommended in the Draft EIR, or measures of equivalent effectiveness shall be implemented.”

Response to Comment 12.10: Although the proposed project would accommodate potential “nuisance noise” events, such as live music performances, children’s readings, and children’s school performances, an amplified sound system is not a part of the project design. These events may, or may not, require amplified sound. In the event that amplified sound is required, a temporary public address (PA) or sound system would be required.

As mentioned on page 180 under “Nuisance Noise Impacts”, and illustrated in the Figure 5 “Conceptual Site Plan” on page 33 of the Draft EIR, the Town Square portion of the proposed project would be substantially enclosed by surrounding buildings. These buildings will effectively serve as a sound barrier, and can be expected to reduce sound levels by at least 10 dBA (Leq) at receptor areas located outside the venue.

In an effort to ensure that potential long-term operational noise impacts related to outdoor activities (mentioned above) that may occur at the Town Square venue are sufficiently addressed, the following additional mitigation measure is prescribed:

- An annual City permit in accordance with Chapter 4.20 of the MBMC shall be required prior to the installation/setup of any temporary, or permanent, PA or sound system.
- The maximum allowable sound level shall be in conformance with Chapter 5.48 of the MBMC.
- Based on a review of construction documents prepared for the proposed project, a licensed acoustical engineer shall determine the type of construction materials for the Bed and Breakfast Inn (i.e., window, door, wall insulation material, weather-stripping, etc.) to ensure an interior noise level of no greater than 45 dBA (Leq) when sirens are in use. A Certificate of Occupancy shall not be issued for the proposed Inn until the 45 dBA (Leq) interior noise level performance standard, when sirens are in use, is met.

As concluded in the Draft EIR, long-term noise impacts related to the proposed project are anticipated to be less-than-significant.

Response to Comment 12.11: This commentor is incorrect in referring to the existing building heights of the buildings surrounding the project. A review of the City's records for the buildings surrounding the project site indicate the adjacent office building at 1219 Morningside Drive (at 13th) is 30' in height and the office building at 1201 Morningside Drive (at 12th) is 31' 8" in height. Additionally, numerous other existing commercial and residential buildings in the downtown within several blocks of the project site are 2 to 4 stories, and 30 feet or more in height, including 316 13th Street, 321 12th Street, 505 Manhattan Beach Boulevard, 400 Manhattan Beach Boulevard, 228 Manhattan Beach Boulevard, 333 11th Street and 1035 Morningside Drive, 325 11th Street, and 1000 Highland Avenue. The project structures will be consistent with the height of these structures, as they are proposed to be a maximum of 30 feet in height. Additionally, as stated in the Draft EIR, the proposed building height is consistent with the underlying zoning code requirements.

With regard to the Lookout Tower feature proposed for the Metlox property, the project applicant has provided additional information to clarify this project feature. The revised description of the proposed Lookout Tower has been more clearly defined and limiting to include a structure that will be no larger than 20 by 20 feet at its base extending to a maximum height of 60 feet. A flag pole or similar architectural feature (i.e., weather vane) may extend above the 60 foot height, but shall not extend more than ten feet above the highest roof line of the tower structure. The intent of the Lookout Tower is aimed at providing a signature architectural feature for the project in the form of a tower structure that will provide public views of the pier, beach, ocean and other local landmarks in the Downtown area. Although the preliminary architectural illustrations of the project depicted in the Draft EIR are not exact, the general aesthetic effect can be realized (*See Draft EIR, Figures 6, 7, 20 and 21 on pages 34, 37, 64, and 65*). As depicted in the illustrations, the Lookout Tower includes an open trellised patio cover

element at the top of the structure. The trellised patio cover is considered a structural component of the Lookout Tower which will not exceed the proposed 60 foot height. Approval of a height variance or other discretionary application, will still be required for the Lookout Tower. Additional mitigation measures have been incorporated into the Final EIR to clarify and limit the design and placement of this project feature as discussed below.

With regard to potential shade and shadow impacts, the proposed project will not impact any sensitive shadow receptors. Shadow impacts are normally considered significant if shadow sensitive uses are shaded by project structures for more than three hours between the hours of 9:00 a.m. and 3:00 p.m. The nearest sensitive shade and shadow receptors to the proposed project site are residential structures along the east side of Ardmore Avenue and the north side of 15th Street. The residential structures along Ardmore are separated from the project site by Valley Drive, a raised median that is improved with a parking lot and landscaped parkway, and Ardmore Avenue. The total distance separating the project site from the residences on Ardmore Avenue (from property line to property line) is over 115 linear feet. These residential structures are topographically situated approximately 10 feet higher than the project site. The residential structures located on the north side of 15th Street are located over 100 feet away from the existing Fire and Police Station buildings.

With the exception of the Lookout Tower, all of the proposed structures would be a maximum of 30 feet high. The longest shadow that could be cast from a 30 foot high structure would be approximately 91 feet in a eastward direction.¹ Given the distance between the project structures and any shadow sensitive uses and the distance of the project-related (not including the Lookout Tower) shadows, a shadow would not be cast on any shadow sensitive uses. Therefore, shadow impacts from any of the project's 30 foot high structures would be less than significant.

The revised height of the proposed Lookout Tower is a maximum of 60 feet in height. Because the site plan is conceptual at this time and may include slight variations prior to final approval, the exact location of the Lookout Tower structure can not be determined and evaluated at this time. However, a shadow envelop can be assessed to ensure shadows are not cast on adjacent shadow sensitive uses between 9:00 a.m. and 3:00 p.m. on any day. Using the shadow characteristics discussed above, the maximum shadow lengths from a 60 foot structure would be approximately 182 feet during the Winter Solstice. To ensure shadows are not cast upon any shadow sensitive uses, the following mitigation measures will be added to page 74 of the Draft EIR and incorporated into the Additions and Corrections Section of the Final EIR.

- *The Lookout Tower shall not exceed a maximum of 60 feet in height as measured from the base of the structure to the top of any roof or trellis-type covering. A flag pole or similar architectural*

¹ *Based on the Winter Solstice (December 22) shadow multiplier of 3.03 times the height of the structure (Shadow bearing: 45 degrees East). City of Los Angeles Draft CEQA Thresholds Guide, Section L3 Shading, Exhibit L.3-1. 1995*

feature (i.e., weather vane) shall not extend any more than ten feet above the highest roof line of the proposed structure.

- *To ensure shadows are not cast upon any shadow sensitive use during the hours of 9:00 a.m. and 3:00 p.m., the location of the Lookout Tower shall be located at least 182 feet away from any residential property line.*

Response to Comment 12.12: As discussed in the Draft EIR, the proposed project is expected to meet its parking demand and is expected to provide a surplus of 101 parking spaces during the project's peak hour parking demand. Moreover, the parking demand analysis presented in the Draft EIR indicated the project would experience a surplus of approximately 300 spaces during the summer weekends, which happens to be the peak demand time for the Downtown Commercial District and beach uses. With regard to the project's consistency with the LCP, please refer to Table IV-1 on page IV-8.

The project's consistency with Policy 1.1. of the General Plan (limiting building height of new development) was addressed in the Draft EIR on page 99. The Metlox project consists of one- and two-story commercial structures. With the exception of the –proposed Tower Element, the maximum height of the commercial buildings proposed is 30 feet. A review of the City's records for the buildings surrounding the project site indicate the adjacent office building at 1219 Morningside Drive (at 13th) is 30' in height and the office building at 1201 Morningside Drive (at 12th) is 31' 8" in height. Additionally, numerous other existing commercial and residential buildings in the downtown within several blocks of the project site are 2 to 4 stories, and 30 feet or more in height, including 316 13th Street, 321 12th Street, 505 Manhattan Beach Boulevard, 400 Manhattan Beach Boulevard, 228 Manhattan Beach Boulevard, 333 11th Street and 1035 Morningside Drive, 325 11th Street, and 1000 Highland Avenue. Therefore, the project will be structurally compatible with the size and scale of existing commercial land uses along Morningside Drive, Manhattan Beach Boulevard, and adjoining streets.

Regarding the project's potential economic impact on the Downtown Commercial District, two of the project objectives were as follows (1) To keep new commercial development at a low-scale and architecturally compatible with the Downtown area; and (2) To provide a mix of unique local serving commercial tenants who will compliment and not compete with, the existing Downtown uses. Accordingly, it is not the intent of the project to economically overshadow the Downtown Business District. Rather it was anticipated from the onset that the proposed project would result in a beneficial economic impact on surrounding businesses because the project would provide an attractive low scale commercial project on an vacant property in a prominent location – at a major gateway to the Downtown District. Acknowledging numerous requests by interested individuals, the City retained Economics Research Associates (ERA) to conduct an economic analysis to determine the projects draw from surrounding businesses. As provided in the CEQA Guidelines (Section 15131) economic or social information may be included in an EIR or may be presented in whatever form the agency desires. Additionally, CEQA provides that economic or social effects of a project shall not be treated as significant effects on the environment. Based on the characteristics of the proposed project and preliminary consultation with the economic analysts, the environmental consultants and City Planning

Staff concluded the economic impacts of the proposed project would not be significant enough to induce substantial physical environmental changes to the Downtown area. Notwithstanding this determination, the City decided to pursue a project specific economic report, separately and outside of the scope of the EIR to satisfy the public interest and provide additional information to the decision makers. This analysis is available for review at the City of Manhattan Beach's Community Development Department counter, the Public Library, and is available to the public. While the Economic analysis is not a part of the Draft EIR, is a part of the administrative record and will be forwarded to the decision makers for their consideration.

Response to Comment 12.13: The Draft EIR identified the Civic Center Only Alternative as the environmentally superior alternative because it was the only alternative, aside from the No Project Alternative, which would reduce significant unavoidable traffic impacts. Although the commentor is correct in that the Reduced Density Alternative would greatly reduce traffic volumes as compared to the project, significant traffic impacts would still occur. Therefore, despite the fact that the Reduced Density Alternative would achieve the project's goals to a greater degree than the Civic Center Only Alternative, the Civic Center Alternative would be superior in reducing environmental impacts.

Response to Comment 12.14: This comment is noted for the record and will be forwarded to the decision makers for their consideration.

Response to Comment Letter 13

Paul Aguilar

Aguilap2@sce.com / Aguilarc@gte.net

Response to Comment 13.1 This comment does not raise any specific objection or issue regarding the adequacy of the Draft EIR. This comment is noted for the record and will be forwarded to the decision makers for their consideration.

Response to Comment Letter 14

Jim Aldinger

James@Aldinger.com

Response to Comment 14.1: Neighborhood traffic impacts were discussed in the Draft EIR on page 157. As stated in the Draft EIR, the assessment of neighborhood “cut through” traffic was not based on the assumption that residents were “not capable” of finding a shortcut to the project site by finding alternate routes through the residential neighborhood. Rather, the analysis was predicated on the fact that “cut through traffic would not benefit from cutting through the residential neighborhood east of Ardmore Avenue.” As a result of the existing roadway configurations (12th Street, 13th Street, and 14th Street do not provide access to the project site) a direct route to the project site is not available to vehicles who cut through the residential neighborhood. Vehicles traveling westbound on 12th Street, 13th Street, or 14th Street are required to turn right (northbound) on Ardmore Avenue which is a one way northbound street to 15th Street. Then, to access the site vehicles would be required to turn west on 15th Street or make a u-turn on Valley Drive. As a result, for drivers who are familiar with the street system, this would not be an attractive route to the project site because of the additional turns and redirections that are required to access the site.

Response to Comment 14.2: The potential mitigation measure options suggested for the Highland/13th Street intersection involve implementing turn restrictions or the conversion of 13th Street to a one-way street. If either of these measures were to be implemented, the traffic that would no longer be able to use 13th Street would shift to other routes, such as 15th Street and Manhattan Beach Boulevard. While traffic volumes would shift to alternative streets, the most directly impacted intersection would be Highland at 15th Street. Mitigation measures have been proposed in the DEIR for this intersection.

Response to Comment 14.3: Please refer to Response to Comments 12.4 and 12.6.

Response to Comment 14.4: The commenter did not identify which intersections are believed to exceed the significance thresholds and were not identified. A review of the Critical Movement Analysis Summary Tables (Table 20, 21, and 22 on pages 154 through 156 in the Draft EIR, respectively) indicate that all of the significantly impacted intersections were correctly identified. The significance criteria cited in the DEIR for traffic impacts at an intersection are commonly used by numerous jurisdictions throughout Southern California. The philosophy associated with applying the significance criteria only to

a level of service E or F and not to a less congested level of service is that it would not necessarily be appropriate to implement a roadway improvement as a mitigation measure if the roadway/intersection were operating at an acceptable level, regardless of the traffic increase. For example, if an intersection were currently operating at 50 percent of its capacity and the project traffic caused the intersection to operate at 60 percent, 40 percent of the existing capacity would still be available. In this case, the 10 percent increase would not be considered significant and mitigation would not be required. However, if the intersection were currently operating at 90 percent of its theoretical capacity or greater, the location is already experiencing congestion and a 2 percent increase would be considered as a significant impact. Mitigation would, therefore, be recommended. This philosophy is based on the premise that it would not be appropriate or cost effective to expand the infrastructure until it is demonstrated that the existing infrastructure is inadequate. Further, unnecessary expansion of the infrastructure can lead to inappropriate secondary impacts (e.g. loss of landscaping or parking).

Response to Comment Letter 15

Frank Beltz, and Judy Kerner

frandyb@earthlink.net

Response to Comment 15.1: This comment is an introductory comment and does not require a response.

Response to Comment 15.2: The Los Angeles County Congestion Management Program (CMP) indicates that a designated CMP intersection may be significantly impacted and should be evaluated if a proposed development project is expected to contribute 50 or more vehicle trips to the intersection during either the AM or PM peak hour. Similarly, the CMP indicates that a designated CMP freeway monitoring location should be evaluated if a proposed project is expected to contribute 150 or more trips to the freeway during either of the peak hours. Based on the peak hour traffic generation estimates cited in the DEIR and the anticipated geographical distribution of the site's patronage, it is expected that the Metlox development would contribute well below 50 vehicle trips per hour to the intersection of Sepulveda at Rosecrans or PCH at Artesia, which are designated CMP intersections. The land uses proposed for Metlox are not generally considered to be the type that would result in a regional patronage draw. The percentage of site-generated vehicle trips traveling to and from the San Diego Freeway would, therefore, be relatively low and the project would contribute well below 150 vehicle trips per hour to the I-405 Freeway. While the Sepulveda/Rosecrans and PCH/Artesia intersections as well as the freeway currently operate at congested conditions during the peak periods, the project would not result in a significant impact based on the significance criteria stated in the DEIR.

While there are no other CMP intersections in the area between Sepulveda Boulevard and the I-405 Freeway, the CMP logic could be applied to the major intersections in this area, such as the Rosecrans/Aviation intersection. This intersection operates at unacceptable levels of service (LOS E or F) during the peak periods as evidenced by the extreme congestion that occurs at this location. The Metlox project would not, however, result in an increase of 2 percent or greater in the volume/capacity ratio at this intersection based on the trip generation and geographical distribution forecasts for the proposed land uses. A detailed technical analysis, therefore, is not necessary. It is agreed that the project would contribute some traffic to this intersection; however, the increase would be well below the threshold that would require an analysis.

With regard to the comment that the CMP standards are not adequate, these standards were developed by the Los Angeles County Metropolitan Transportation Authority (MTA) and have been in place since the early 1990's. They are applicable to all jurisdictions in LA County. With regard to the question about whether EIR's have been prepared in the past for other developments that impact Rosecrans, any projects that are within the vicinity of Rosecrans that have had EIR's prepared are required to evaluate project

impacts including cumulative impacts, and mitigate any significant project impacts or adopt a statement of overriding considerations.

With regard to this project being only a part of a set of potential projects that may impact traffic on Rosecrans, the Draft EIR adequately addressed the issue of “Related Projects” and cumulative traffic impacts. A discussion of related project was provided on page 45 of the Draft EIR. Based on a review of project applications on file with the City, no major developments were identified within close proximity to the project site as having the potential to increase project impacts. The projects that were identified consisted of isolated modernization projects of existing uses which are not expected to intensify development patterns in the area. Therefore, no specific projects were added to the cumulative analysis. The cumulative analysis was based on a conservative assumption that areawide traffic volumes would increase at a rate of 2 percent each year during the estimated 5-year project buildout time period. This cumulative analysis is a standard and conservative approach in projecting cumulative traffic impacts throughout the City, including the Rosecrans area. The ambient 2% future growth rate (without the project) was identified in the traffic analysis as “Future 2005 Without Project.” See Tables 20-22 on pages 154 through 156 respectively. A discussion of cumulative traffic impacts can also be found on page 158 of the Draft EIR.

Response to Comment 15.3: The conceptual site plan depicted in the Draft EIR provides a basic and preliminary floor plan of the proposed project. With regard to the proposed Lookout Tower, the revised description of this feature has been more clearly defined and limiting to include a structure that will be no larger than 20 by 20 feet at its base extending to a maximum height of 60 feet. A flag pole or similar architectural feature (i.e., weather vane) may extend above the 60 foot height, but shall not extend more than ten feet above the highest roof line of the tower structure. The intent of the Lookout Tower is aimed at providing a signature architectural feature for the project in the form of a tower structure that will provide public views of the pier, beach, ocean and other local landmarks in the Downtown area. While this feature will exceed the height of the other structures in the Downtown District, it is a relatively small structure (with a base of 20 feet by 20 feet) and is proposed to provide the general public with views of the surrounding skyline. In reviewing the illustrative renderings provided in the Draft EIR, the view obstruction that this feature would create would be further minimized by the trellised roof cover.

The views analysis provides a discussion on nearby views because they are the most prominent views that will be affected by the proposed project. Views from locations farther away to the east would either be impacted to the same degree as the representative views or to a lesser degree because such views would look over the site (because of the ascending topography). Therefore the views identified were chosen as they are best representative of the projects overall visual impacts.

Response to Comment Letter 16

John A. & Roberta A. Brown
4108 Highland Ave., #B
Manhattan Beach, CA 90266

Response to Comment 16.1: The existing traffic conditions are summarized in terms of CMA values and LOS ratings in Table 15 on page 128 of the Draft EIR. This comment is noted for the record and will be forwarded to the decision makers for their consideration.

Response to Comment 16.2: This comment is noted for the record and will be forwarded to the decision makers for their consideration.

Response to Comment 16.3: This comment does not make any direct comment regarding this project. The parking requirements for this project are discussed on page 131 of the Draft EIR. This comment is noted for the record and will be forwarded to the decision makers for their consideration.

Response to Comment 16.4: This comment is noted for the record and will be forwarded to the decision makers for their consideration.

Response to Comment Letter 17

James C. Burton, et. al.

(10 Signed Petitioners)

328 11th Street

Manhattan Beach, CA 90266

Response to Comment 17.1: This comment provides introductory statements identifying the commentor. No response is required.

Response to Comment 17.2: The intersection of Manhattan Beach Boulevard and Morningside Drive was identified as a study intersection and was analyzed in the Draft EIR. Downtown Manhattan Beach is a pedestrian oriented commercial district. As such additional the area already experiences a high degree of pedestrian/vehicle interface. The project is has been designed and planned as a pedestrian oriented commercial development that will integrate the commercial uses of the Metlox site with the Civic Center through wide walkways and gathering plazas. The project also proposes increased building setbacks resulting in wider sidewalk areas along Manhattan Beach Boulevard. In addition, while it is expected that the project will increase pedestrian activity on site and within the Downtown Commercial District, some of the existing the pedestrian flow at Manhattan Beach and Morningside Drive, will be diverted to 13th Street, which is proposed to provide through access from Morningside Drive and Valley Drive. The additional traffic volumes would not significantly impact the existing conditions.

The Draft EIR is not required to address the parking situation in the Downtown Manhattan Beach Commercial District. The parking study in the Draft EIR addresses the parking impacts of the proposed project, not the Downtown District. While it is recognized that the existing and proposed parking spaces on the project are shared with the general Downtown market area, the goal of the project is not to provide as much parking as possible. The availability of parking in the Downtown District is affected by a number of factors including the uses on the project site, the Downtown market, and beach visitors. The community has argued that they do not want to create a destination venue that will attract additional visitors from outlying communities. In keeping with the goal to provide a low scale community oriented commercial development, the project seeks to provide enough parking to accommodate the anticipated parking demands of the project as well as provide some surplus parking to accommodate the Downtown District. Any additional parking beyond what has been proposed would attract additional beach visitors and may result in a destination effect for the proposed project, attracting additional persons to the Downtown Manhattan Beach area.

Response to Comment 17.3: The intersection of Manhattan Beach Boulevard at Morningside Drive was evaluated in the DEIR traffic analysis, and the analysis indicated that the intersection would not be significantly impacted by the project based on the significance criteria cited in the report. The results of the analysis are summarized in Tables 20, 21, and 22 of the DEIR. This conclusion is based primarily on

the fact that Morningside Drive is proposed to be converted to a one-way northbound street in conjunction with the development of the project.

Response to Comment 17.4: With regard to traffic flow, intersection capacity, parking maneuvers, and pedestrian activity, Manhattan Beach is considered to have the characteristics of an urban community. The methodology used for determining the intersection levels of service is, therefore, appropriate for the analysis and is consistent with accepted practice in this region. Manhattan Beach would not be classified as a rural area.

Response to Comment 17.5: The projects that have been identified by this commentor are already built and operational. As such, these projects contribute to the existing conditions in the Downtown District. The Draft EIR analyzes the parking demand and supply characteristics of the proposed project and, to the extent that the project's impacts are considered, do not address off-site parking conditions for the Downtown District. Off site parking impacts would only be required to be addressed if the project was unable to satisfy its parking demand on-site thus contributing to or exacerbating an existing condition. However, this is not the case. The proposed project will provide enough parking to satisfy the project's demands on-site. Therefore, the proposed project will not contribute to the parking deficiencies of the Downtown District.

Response to Comment 17.6: The Draft EIR is not required to address the parking situation in the Downtown Manhattan Beach Commercial District. The parking study in the Draft EIR addresses the parking impacts of the proposed project, not the Downtown District. While it is recognized that the existing and proposed parking spaces on the project are shared with the general Downtown market area, the goal of the project is not to provide as much parking as possible. The availability of parking in the Downtown District is affected by a number of factors including the uses on the project site, the Downtown market, and beach visitors. The community has argued that they do not want to create a destination venue that will attract additional visitors from outlying communities. In keeping with the goal to provide a low scale community oriented commercial development, the project seeks to provide enough parking to accommodate the anticipated parking demands of the project as well as provide some surplus parking to accommodate the Downtown District. Any additional parking beyond what has been proposed would attract additional beach visitors and may result in a destination effect for the proposed project, attracting additional persons to the Downtown Manhattan Beach area.

Response to Comment 17.7: As the Draft EIR and this comment letter acknowledges, the project site is located in an urbanized environment that already contains a variety of noise sources. These sources include pedestrian activity, automobile traffic (especially along Highland Avenue and Manhattan Beach Boulevard), and delivery/disposal truck traffic. Noise measurements were taken at receptor locations surrounding the proposed project in June 2000 to establish a baseline from which to measure construction and operational noise impacts. These daytime and nighttime sound levels are presented in Table 25 (on page 176) of the Draft EIR.

As required under CEQA, the noise analysis contained in the Draft EIR evaluated and compared “no project” conditions with “proposed project” conditions. The nuisance noises related to truck activity (raised in this comment letter) currently exist within the area that may be affected by the proposed project. The proposed project will not materially increase the duration or frequency of delivery and disposal truck activity. Therefore, as concluded in the Draft EIR, the proposed project’s incremental long-term operational noise contribution, when compared to the “no project” condition, will result in an impact that is less-than-significant.

This comment letter raises the issue of “setting up contingency measures that would be implemented if this project causes an increase in trash and noise in surrounding neighborhoods.” As acknowledged in the Draft EIR, the proposed project would be subject to the provisions of the City of Manhattan Beach Municipal Code. As concluded in the Draft EIR, short-term construction noise impacts would be significant and unavoidable, even after application of prescribed mitigation measures.

Response to Comment 17.8: The noise mitigation measures recommended in the Draft EIR will effectively reduce noise levels to the maximum extent possible. Construction activities will be restricted to the acceptable working hours as identified in the Manhattan Beach Municipal Code. The acceptable hours for construction activities established through the Code are aimed at reducing impacts on sensitive receptors (schools, residences, libraries, etc.). Imposing more restrictive hours on the construction schedule would prolong the construction process and would not be beneficial to the community.

Response to Comment 17.9: The commentor’s opinion is noted and should be considered by the decision makers. The Alternatives sections address other projects with reduced environmental impacts. The mitigation measures proposed in the DEIR are consistent with the requirements set forth by the City of Manhattan Beach and CEQA. If proposed mitigation measures are not implemented due to secondary impacts, such as the removal of on-street parking and right-of-way acquisition, additional traffic impacts would remain significant.

Response to Comment 17.10: Neighborhood traffic impacts were discussed in the Draft EIR on page 157. As stated in the Draft EIR, the assessment of neighborhood “cut through” traffic was not based on the assumption that residents were “not capable” of finding a shortcut to the project site by finding alternate routes through the residential neighborhood. Rather the analysis was predicated on the fact that “cut through traffic would not benefit from cutting through the residential neighborhood east of Ardmore Avenue.” As a result of the existing roadway configurations (12th Street, 13th Street, and 14th Street do not provide access to the project site) a direct route to the project site is not available to vehicles who cut through the residential neighborhood. Vehicles traveling westbound on 12th Street, 13th Street, or 14th Street are required to turn right (northbound) on Ardmore Avenue which is a one way northbound street to 15th Street. Then, to access the site vehicles would be required to turn west on 15th Street or make a u-turn on Valley Drive. As a result, for drivers who are familiar with the street system, this would not be an attractive route to the project site because of the additional turns and redirections that are required to access the site. Therefore, it is not foreseen that the project will force people into the surrounding neighborhoods for free parking because the proposed project will provide enough parking to meet its

demand, plus surplus parking of approximately 100 spaces will be provided for the Downtown District. The City and the project applicant will coordinate to operate an effective parking plan that will serve the project and surrounding commercial district through a shared parking program.

Response to Comment 17.11: As stated in the Draft EIR, the proposed project does not have the potential to induce future growth because it is the only remaining vacant parcel in the Downtown Manhattan Beach. The commentor has not provided any further direction or cause to warrant additional research of this issue.

Response to Comment 17.12: This comment is noted for the record and will be forwarded to the decision makers for their consideration.

Response to Comment Letter 18

James C. Burton
328 11th Street
Manhattan Beach, CA 90266

Response to Comment 18.1: The Draft EIR included within its scope comprehensive studies on local noise traffic and parking impacts and provided mitigation measures to reduce impacts in each of these three environmental issue areas. Traffic impacts to the Manhattan Beach Boulevard/Morningside Drive intersection were analyzed in the Draft EIR. This intersection will not be significantly impacted by the Metlox project in part due to the conversion of Morningside Drive to a one-way street north of Manhattan Beach Boulevard. The commentor challenges the adequacy of the traffic analysis because the adjacent intersections were identified as having significant impacts. While these intersections are located in close proximity to each other there are a number of factors that affect the levels of service at each intersection. Factors that are considered in the traffic model analysis include turning movements, adjacent uses, the project traffic distribution, etc. It should be noted that a higher percentage of north-south directional traffic occurs along Highland Avenue and Valley Drive than Morningside Drive. Morningside Drive is not a through street past 13th Street to the north. As such it does not experience the traffic volumes that Highland Avenue and Valley Drive experience. This is just one of many factors that can affect the level of service at an intersection. Thus it does not seem out of the ordinary that an intersection between two significantly impacted intersections is impacted to a lower level that is less than significant.

Response to Comment 18.2: The impacts to parking were addressed in the Draft EIR on page 158. Please refer to responses to comments 10.3 through 10.6. with regard to the loss of existing parking in Lot 5 and Lot M.

Lot M was never intended to be used as a permanent parking lot. As discussed on page 90 of the Draft EIR, the City Council approved a Use Permit and Coastal Development Permit to permit temporary parking on the Metlox site. The current use of these spaces is available to the general public, as well as businesses participating in the Downtown Merchant parking program. The parking lot was explicitly approved as a temporary use only, and was not intended, nor approved to ever be utilized as a permanent parking area. Specifically, the temporary permit stated that: "The Use Permit and Coastal Development Permit, under no circumstances, shall remain valid after April 22, 2002." Therefore, the loss of these parking spaces is not considered a project impact.

Parking Lot 5 was discussed in the Draft EIR on page 124. Although the Draft EIR states that there are 40 parking spaces in Lot 5, there are actually only 35 spaces. With regard to the loss of these parking spaces, it is expected that these spaces can easily be replaced within the proposed Civic Center/Metlox parking lots. The proposed parking for the Civic Center/Metlox project will include a surplus over their

peak demand hours of approximately 101 spaces (see Draft EIR page 158). Therefore, the proposed parking plan will be able to accommodate the parking demands of the project's uses, as well as provide replacement parking for the 35 spaces lost from the removal of Lot 5, including those that are utilized as part of the merchant parking program.

Response to Comment 18.3: The intersection of Manhattan Beach Boulevard and Morningside Drive was identified as a study intersection and was analyzed in the Draft EIR. Downtown Manhattan Beach is a pedestrian oriented commercial district. As such, the area already experiences a high degree of pedestrian/vehicle interface. The project has been designed and planned as a pedestrian oriented commercial development that will integrate the commercial uses of the Metlox site with the Civic Center through wide walkways and gathering plazas. The project also proposes increased building setbacks resulting in wider sidewalk areas along Manhattan Beach Boulevard. In addition, while it is expected that the project will increase pedestrian activity on site and within the Downtown Commercial District, some of the existing the pedestrian flow at Manhattan Beach and Morningside Drive, will be diverted to 13th Street, which is proposed to provide through access from Morningside Drive and Valley Drive. The additional traffic volumes would not significantly impact the existing conditions.

Response to Comment 18.4: The commentor has misread the Draft EIR. The significant and unavoidable noise impacts discussed on page 16 of the Draft EIR are presented in a discussion regarding noise from construction activities, not operational noise. Operational noise from commercial uses and trash pick up operations are evaluated in Section V.H., Noise on page 180 of the Draft EIR under the subtitle nuisance noise. To reiterate this discussion, the noise levels associated with the proposed operations would be consistent with the existing noise levels that are present in the Downtown Manhattan Beach Area. The project does not propose any uses that would generate noise levels above and beyond what is currently experienced in that area. As such, the anticipated noise levels are not anticipated to be significant. Moreover, to add to that discussion, the proposed site plan is designed in a way that would shield the adjacent residential uses from the highest levels of activity (i.e., noise sources) of the project site. As such, nuisance noise is expected to be less than significant.

Response to Comment 18.5: As discussed above in Response to Comments 18.1 through 18.4, the commentor's assertions regarding noise traffic and parking impacts are unfounded. The commentor's opinion regarding the approval of a smaller project is noted and will be forwarded to the decision makers.

Response to Comment Letter 19

Peggy Chase
216 13th Street
Manhattan Beach, CA 90266
plgchase@hotmail.com

Response to Comment 19.1: The automatic machine traffic counts taken with the rubber tube were used to determine localized traffic volumes on local roadways adjacent to the project site. The traffic tube placed on 13th Street east of the alley was used to provide supplemental baseline data for the air quality and noise studies. The data from this tube was not used to determine traffic volumes on 13th Street. Traffic volumes for 13th Street were based on data from traffic count tubes placed at the intersection of 13th Street and Highland Avenue. All vehicles were counted that traveled on the link of 13th Street between Highland and the alley.

Response to Comment 19.2: The project proposes to convert Valley Drive to a two-way street between 13th Street and 15th Street so that motorists intending to travel north from the project site would have the option of using Valley as a travel route and thereby avoid the more congested locations along Highland Avenue and Manhattan Beach Boulevard. The project does not propose to convert Ardmore to a two-way street. Valley Drive and Ardmore Avenue are physically separated between 15th Street and Manhattan Beach Boulevard by a center island that is used as a public parking lot, landscaping and a jogging trail. Converting this roadway to allow two way traffic would result in the loss of valued community amenities and would not be feasible.

Response to Comment 19.3: A single entrance/exit on Valley Drive would not adequately accommodate the volumes of traffic expected to be entering and exiting the Metlox parking facility. Furthermore, a single driveway would limit the access opportunities and result in a concentration of traffic at a single location, thereby creating unnecessary congestion and traffic delays. It is typically considered better design to provide several ingress/egress options for a parking facility of the size proposed instead of just one driveway.

Response to Comment 19.4: A new traffic signal would not likely be needed at Highland and 13th Street if the Metlox site were provided with a single driveway on Valley Drive. Such a design would, however, result in traffic congestion, additional delays, and more pronounced traffic impacts at the critical intersection of Manhattan Beach Boulevard at Valley/Ardmore. It would also result in more circuitous routing for patrons to access the site. The proposed 13th Street extension is intended to improve access and circulation into and out of the project area and will reduce traffic congestion at nearby intersections. A traffic signal is not proposed at the intersection of Manhattan Beach Boulevard at Morningside Drive.

Response to Comment Letter 20

Jeri Deardon
2500 Pine Avenue
Manhattan Beach CA 90266

Response to Comment 20.1: Although the sewer project was under construction when the DEIR was prepared, Marine Avenue was open to traffic in both directions at the times when the baseline traffic counts were taken. The DEIR traffic analysis indicates that the project would contribute some traffic to Marine Avenue; however, the impacts were shown to be less than significant based on the analysis of Marine Avenue at Sepulveda Boulevard and Marine Avenue at Pacific Avenue/Ardmore Avenue.

Response to Comment Letter 21

Mike Dunitz
1440 10th Street
Manhattan Beach CA 90266

Response to Comment 21.1: This comment does not raise any specific concern regarding the adequacy of the environmental analysis. This comment is noted for the record and will be forwarded to the decision makers for their consideration.

Response to Comment Letter 22

Susan A. Enk
586 27th Street
Manhattan Beach, CA 90266

Response to Comment 22.1: This is an introductory comment identifying the concerns listed in comments 22.2 through 22.6 below. No response is required.

Response to Comment 22.2: The comment and the DEIR indicate that many of the intersections in the study area currently operate at unacceptable levels of service during the peak periods, as indicated by a LOS E or F designation. While the proposed project is anticipated to add traffic to these intersections, the impacts are not considered to be significant unless the additional traffic would result in an increase of 0.02 or greater in the intersection's volume/capacity ratio. This significance criterion is commonly used in Southern California to assess the impacts of development projects and to determine if project-related mitigation would be required. The philosophy is that it would not be appropriate to require a particular development project to be responsible for mitigating existing traffic problems unless the anticipated impacts are above a designated threshold. While it is acknowledged that there are numerous locations that have traffic congestion under current conditions, it would not be necessary for these conditions to be mitigated in conjunction with the Civic Center/Metlox development unless the designated significance threshold is exceeded. The locations that would be significantly impacted by the project have been identified in the DEIR and mitigation measures have been proposed, where feasible. The DEIR acknowledges that there are two intersections that would have unavoidable significant impacts during peak periods in the summer, as there are no feasible mitigation measures to alleviate the impacts.

Response to Comment 22.3: The comment and the DEIR indicate that many of the intersections in the study area currently operate at unacceptable levels of service during the peak periods, as indicated by a LOS E or F designation. While the proposed project is anticipated to add traffic to these intersections, project impacts, according to City of Manhattan Beach significance criterion, are not considered to be significant unless the additional traffic would result in an increase of 0.02 or greater in the intersection's volume/capacity ratio. This significance criterion is commonly used by many other Southern Californian jurisdictions to assess the impacts of development projects and to determine if project-related mitigation would be required. The underlying philosophy is that it would not be appropriate to require a particular development project to be responsible for mitigating existing traffic problems unless the anticipated impacts are above a designated threshold. State law, in fact, does not allow a project to be held responsible for the impacts of others. While it is acknowledged that there are numerous locations that have traffic congestion under current conditions, it would not be necessary for these conditions to be mitigated in conjunction with the Civic Center/Metlox development unless the designated significance threshold is exceeded. The locations that would be significantly impacted by the project have been

identified in the DEIR and mitigation measures have been proposed, where feasible, to reduce such impact to less than significant levels. For intersections that can not be mitigated to less than significant levels, or for which the recommended mitigation measures are determined to be infeasible due to secondary impacts, a statement of overriding considerations will be required by the Lead Agency if the project is approved.

Response to Comment 22.4: The project's impact at each of the 16 study intersections is quantified and, where appropriate, will be mitigated to less than significant levels. Please refer to Tables 20, 21 and 22 on pages 154 through 156 of the Draft EIR, respectively for a quantitative summary of the project impacts at each of the 16 study intersections.

Response to Comment 22.5: This commentor is incorrect in referring to the existing building heights of the buildings surrounding the project. The proposed project will not be built 4 feet higher than the rest of downtown. A review of the City's records for the buildings surrounding the project site indicate the adjacent office building at 1219 Morningside Drive (at 13th) is 30' in height and the office building at 1201 Morningside Drive (at 12th) is 31' 8" in height. These structures are within the Downtown Commercial District and lie directly adjacent to the proposed project site. Additionally, numerous other existing commercial and residential buildings in the downtown within several blocks of the project site are 2 to 4 stories, and 30 feet or more in height, including 316 13th Street, 321 12th Street, 505 Manhattan Beach Boulevard, 400 Manhattan Beach Boulevard, 228 Manhattan Beach Boulevard, 333 11th Street and 1035 Morningside Drive, 325 11th Street, and 1000 Highland Avenue. The project structures will be consistent with the height of these structures, as they are proposed to be a maximum of 30 feet in height. Additionally, as stated in the Draft EIR, with the exception of the Lookout Tower, which will require a height variance or other discretionary approval, the height of the proposed structures is consistent with the underlying zoning code requirements.

With regard to the Lookout Tower feature proposed for the Metlox property, the project applicant has provided additional information to clarify this project feature. The revised description of the proposed Lookout Tower has been more clearly defined and limiting to include a structure that will be no larger than 20 by 20 feet at its base extending to a maximum height of 60 feet. A flag pole or similar architectural feature (i.e., weather vane) may extend above the 60 foot height, but shall not extend more than ten feet above the highest roof line of the tower structure. The intent of the Lookout Tower is aimed at providing a signature architectural feature for the project in the form of a tower structure that will provide public views of the pier, beach, ocean and other local landmarks in the Downtown area. Although the preliminary architectural illustrations of the project depicted in the Draft EIR are not exact, the general aesthetic effect can be realized (*See Draft EIR, Figures 6, 7, 20 and 21 on pages 34, 37, 64, and 65*). As depicted in the illustrations, the Lookout Tower includes an open trellised patio cover element at the top of the structure. The trellised patio cover is considered a structural component of the Lookout Tower which will not exceed the proposed 60 foot height. Approval of a height variance or other discretionary approval will still be required for the Lookout Tower. Additional mitigation measures

have also been incorporated into the Final EIR to clarify and limit the design and placement of this project feature.

Response to Comment 22.6: Regarding the project's potential economic impact on the Downtown Commercial District, two of the project objectives were as follows (1) To keep new commercial development at a low-scale and architecturally compatible with the Downtown area; and (2) To provide a mix of unique local serving commercial tenants who will compliment and not compete with, the existing Downtown uses. Accordingly, it is not the intent of the project to economically overshadow the Downtown Business District. Rather it was anticipated from the onset that the proposed project would result in a beneficial economic impact on surrounding businesses because the project would provide an attractive low scale commercial project on an vacant property in a prominent location – at a major gateway to the Downtown District. Acknowledging numerous requests by interested individuals, the City retained Economics Research Associates (ERA) to conduct an economic analysis to determine the projects draw from surrounding businesses. As provided in the CEQA Guidelines (Section 15131) economic or social information may be included in an EIR or may be presented in whatever form the agency desires. Additionally, CEQA provides that economic or social effects of a project shall not be treated as significant effects on the environment. Based on the characteristics of the proposed project and preliminary consultation with the economic analysts, the environmental consultants and City Planning Staff concluded the economic impacts of the proposed project would not be significant enough to induce substantial physical environmental changes to the Downtown area. Notwithstanding this determination, the City decided to pursue a project specific economic report, separately and outside of the scope of the EIR to satisfy the public interest and provide additional information to the decision makers. This analysis is available for review at the City of Manhattan Beach's Community Development counter and is available to the public. While the Economic analysis is not a part of the Draft EIR, is a part of the administrative record and will be forwarded to the decision makers for their consideration.

Response to Comment Letter 23

Harry A. Jr. Ford
54 Village Circle
Manhattan Beach, CA 90266-7222

Response to Comment 23.1: This comment is part of a transmittal letter summarizing the issues discussed in later comments. This comment does however, incorrectly indicate CEQA exemptions were utilized as part of the study. This is not a true statement because no exemptions were utilized in any part of this environmental review process.

Response to Comment 23.2: This comment does not present any direct questions or challenges regarding the adequacy of the environmental review. No response is required.

Response to Comment 23.3: This comment does not present any direct questions or challenges regarding the adequacy of the environmental review. The commentor is incorrect in its assertion that the project includes 140,000 square feet for the Metlox portion of the project. Issues regarding the density of the project, crime levels, traffic and parking concerns were all addressed in the Draft EIR. The Metlox project is proposed with only 90,000 square feet of commercial uses. No response is required.

Response to Comment 23.4: The DEIR traffic analysis is based on traffic counts that were taken in the year 2000, as opposed to data collected for the 1988 General Plan. The recent traffic counts provide a more accurate account of “current” traffic conditions. The recent traffic counts and associated levels of service described in the DEIR are consistent with the General Plan in that both documents indicate that the downtown area has locations that operate at unacceptable levels of service (LOS E and F).

It would be infeasible to analyze every intersection in the City of Manhattan Beach within the scope of the Traffic Impact Analysis for the proposed project. Therefore representative intersections are selected to best represent traffic impact on the entire roadway system. The project’s traffic analysis analyzed 16 study intersections, one of which was intersection of Manhattan Beach Boulevard and Manhattan Drive. The intersection of Manhattan Beach Boulevard and Ocean Drive was not included as a study intersection because it does not directly access the project site and would not be a highly traveled route to the project site. Since Ocean Drive runs parallel and closest to the Beach, traffic volumes from the west are limited to residents of that immediate area and from vehicles traveling from the south. The project’s impact to the Ocean Avenue/Manhattan Beach Boulevard intersection would be less than that anticipated for the Manhattan Beach Boulevard/Manhattan Avenue intersection because: (1) it is located farther away from the project site and (2) not all vehicles traveling on Ocean Drive are project-related trips.

The DEIR traffic analysis addresses six peak-period scenarios: winter weekday AM peak hour, winter weekday PM peak hour, summer weekday AM peak hour, summer weekday PM peak hour, summer Saturday afternoon peak hour, and summer Sunday afternoon peak hour. The winter scenarios represent fall, winter, and spring as the traffic volumes are essentially the same for these non-summer periods. The winter data represent days when the weather was warm and sunny. As the peak summer weekend scenarios represent the reasonable worst-case weekend scenario, it is not necessary to also evaluate the winter weekend. The target year for the DEIR traffic analysis was 2005, which is a reasonable time frame for the completion and occupancy of the project. It is not necessary for an EIR to also evaluate a long-range future scenario such as the year 2020. Caltrans has reviewed the DEIR and has not requested additional data for the 2020 scenario.

Response to Comment 23.5: It is beyond the scope of this project to assess the supply and demand of parking availability at off-site locations in the Downtown Area. The project will provide adequate on-site parking to meet the demands of the proposed uses. Thus, the project will not contribute to any existing parking problems in the surrounding area. Rather, the proposed project will help to alleviate the parking problems by providing surplus parking and implementing a shared parking program with the Downtown Commercial District. As referenced by the commentor, The Downtown Manhattan Beach Parking Management Plan Report, prepared by Meyer Mohaddes Associates, dated February 1998 was previously prepared to assess the existing and future parking demands for the downtown area at the time of that study. That study did not include any estimate for future growth at the Metlox site. Specifically the Downtown Manhattan Beach Parking Management Plan Report stated: “For purposes of this analysis, the Community Development Department requested that a range of 10 to 20 percent growth be analyzed with respect to future parking demand (not including the Metlox site).”

The restaurant uses were included in the parking demand calculations presented in the Traffic Study for the Proposed Civic Center/Metlox Development Project. The parking demand calculations used a base parking demand rate of 20 spaces per 1,000 square feet of restaurant uses (6,400 square feet /1,000 x 20 =128 parking spaces). This projection was further adjusted to account for internal shared use walk-in factors. These estimated parking demand rates are based on specific project uses (i.e., restaurants, office, hotel, etc.,) and are inclusive of employee parking demands.

Additionally, Lot M is a temporary parking facility that was never intended to be used as a long-range remedy for the downtown parking demands. While the lot has provided additional temporary parking spaces for the employees and patrons of the downtown businesses, it has consistently been publicized that the land would ultimately be considered for a use other than parking. The DEIR indicates that the Metlox project would be provided with more parking spaces than that which would be required to satisfy the demands of the proposed on-site land uses. The excess parking supply is intended to be available for general public use and would accommodate the loss of the 35 parking spaces in the existing Lot 5. There is no expectation or requirement that a proposed development project such as Metlox would be responsible for supplying parking for existing businesses in the surrounding area as long as the project itself does not result in a significant parking impact. The Downtown Parking Management Report evaluates the parking within the downtown as a whole, while the Metlox EIR evaluates the parking

required for the project itself. The merchant parking program and the Code required parking for other downtown businesses are also beyond the scope of the project specific Metlox EIR. As the site would be provided with a sufficient number of spaces to satisfy the project's parking demand, additional parking-related mitigation is not required.

Response to Comment 23.6: The proposed project is not designed or planned to serve as a regional draw venue. The Draft EIR does acknowledge the fluctuating seasonal demands in parking demands of the project as it provides a December project demand estimate and a July parking demand estimate. The purpose of the Draft EIR is to analyze the project's impacts on the existing environment. Thus, it is beyond the scope of this project to assess the supply and demand of parking availability at off-site locations in the Downtown Area. The project will provide adequate on-site parking to meet the demands of the proposed uses and the project will not contribute to any existing parking problems in the surrounding area.

Response to Comment 23.7: With regard to the status of the Economic Impact Report for the project, Economics Research Associates (ERA) prepared a separate economic analysis to determine the projects draw from surrounding businesses. As provided in the CEQA Guidelines (Section 15131) economic or social information may be included in an EIR or may be presented in whatever form the agency desires. Additionally, CEQA provides that economic or social effects of a project shall not be treated as significant effects on the environment. Based on the characteristics of the proposed project and preliminary consultation with the economic analysts, the environmental consultants and City Planning Staff concluded the economic impacts of the proposed project would not be significant enough to induce substantial physical environmental changes to the Downtown area. To the extent the Economic Impact Report was prepared in conjunction with the Draft EIR, the traffic assumptions (i.e., project trip generation rates) were forwarded to the economic consultants to provide consistency between analysis. The Economic Impact Analysis is available for review at the City of Manhattan Beach's Community Development counter, Public Library, and is available to the public. While the Economic analysis is not a part of the Draft EIR, is a part of the administrative record and will be forwarded to the decision makers for their consideration.

Response to Comment 23.8: The utility and cellular towers that are a part of the existing infrastructure will likely be upgraded, realigned, or under grounded as part of the project, however project plans do not include this level of specificity at this point in time. These changes will not significantly impact the existing visual environment as they are already in place. The project applicant will be required to coordinate and submit utility plans to the City of Manhattan Beach Public Works Department as part of the project approval and construction process.

This commentor is incorrect in referring to the existing building heights of the buildings surrounding the project. The proposed project will not be built 4 feet higher than the rest of downtown. A review of the City's records for the buildings surrounding the project site indicate the adjacent office building at 1219 Morningside Drive (at 13th) is 30' in height and the office building at 1201 Morningside Drive (at 12th) is 31' 8" in height. These structures are within the Downtown Commercial District and lie directly adjacent

to the proposed project site. Additionally, numerous other existing commercial and residential buildings in the downtown within several blocks of the project site are 2 to 4 stories, and 30 feet or more in height, including 316 13th Street, 321 12th Street, 505 Manhattan Beach Boulevard, 400 Manhattan Beach Boulevard, 228 Manhattan Beach Boulevard, 333 11th Street and 1035 Morningside Drive, 325 11th Street, and 1000 Highland Avenue. The projects structures will be consistent with the height of these structures, as they are proposed to be a maximum of 30 feet in height. Additionally, as stated in the Draft EIR, the proposed building height is consistent with the underlying zoning code requirements.

With regard to the Lookout Tower feature proposed for the Metlox property, the project applicant has provided additional information to clarify this project feature. The revised description of the proposed Lookout Tower has been more clearly defined and limiting to include a structure that will be no larger than 20 by 20 feet at its base extending to a maximum height of 60 feet. A flag pole or similar architectural feature (i.e., weather vane) may extend above the 60 foot height, but shall not extend more than ten feet above the highest roof line of the tower structure. The intent of the Lookout Tower is aimed at providing a signature architectural feature for the project in the form of a tower structure that will provide public views of the pier, beach, ocean and other local landmarks in the Downtown area. Although the preliminary architectural illustrations of the project depicted in the Draft EIR are not exact, the general aesthetic effect can be realized (*See Draft EIR, Figures 6, 7, 20 and 21 on pages 34, 37, 64, and 65*). As depicted in the illustrations, the Lookout Tower includes an open trellised patio cover element at the top of the structure. The trellised patio cover is considered a structural component of the Lookout Tower which will not exceed the proposed 60 foot height. Approval of a height variance or other discretionary approval will still be required for the Lookout Tower. Additional mitigation measures have been incorporated into the Final EIR to clarify and limit the design and placement of this project feature.

Response to Comment 23.9: Policy 3.1 of the General Plan is a directive to the City to conduct annual reviews of on-street parking conditions in neighborhoods adjacent to commercial areas. This annual review is not associated or required by the proposed project. In addition, the project's parking demands would not have a significant impact on the adjacent residential neighborhoods because the project will accommodate the projected peak parking demands of the proposed project within on-site surface and subterranean parking areas. The spillover parking into adjacent neighborhoods that the commentor is referring to is not considered a project impact because (1) it is an existing condition that already occurs without the proposed project's presence, and (2) will not be exacerbated by the project because the project will provide adequate parking to serve the projects demands. If anything, the adjacent neighborhoods will likely experience fewer spillover parking occurrences because the project will provide surplus parking that will serve other uses in the downtown area through a shared parking program.

Response to Comment 23.10: Noise impacts are addressed in Section V.H of the Draft EIR beginning on page 171. Public Safety impacts are addressed in Section V.D beginning on page 104 of the Draft EIR. Risk of Upset impacts, including soil contamination and asbestos issues, are addressed in Section V.E. of the Draft EIR beginning on page 109. Hydrology and Water Quality impacts are addressed in Section V.G of the Draft EIR beginning on page 161.

Response to Comment 23.11: It is acknowledged that the construction activities associated with the proposed project could result in temporary parking impacts because existing parking spaces would be displaced. As construction of the Metlox and Civic Center components would occur at different times, the parking impacts during construction would not be cumulative and the existing on-site parking spaces would not all be displaced simultaneously. Although details have not yet been developed, it is proposed that the construction activities would be phased such that the parking demands would be accommodated on site during construction. One method of achieving this objective would be to first construct about one-half of the proposed parking facility while maintaining the other half of the lot for parking. Then, while the second half of the parking facility is being constructed, the completed section would be made available for parking. This type of phased construction program could be used to accommodate the needs of the existing Civic Center, the merchants, and the construction workers' vehicles. While the total number of existing parking spaces would not be maintained, the program would minimize parking impacts in the surrounding areas. The following mitigation measure has been added to the Additions and Corrections Section of the Final EIR (*See Section II., Additions and Corrections, page II-10*) to further ensure impacts upon parking during the construction process remain less than significant:

“Prior to any construction activities, a Construction Plan shall be submitted for review and approval to the City of Manhattan Beach Public Works Department and Community Development Department. Construction Plans shall address parking availability and minimize the loss of parking for existing on-site Civic Center operations that will continue to operate throughout the construction period. To minimize potential adverse impacts upon the Downtown Commercial District construction workers shall not be permitted to park within in the adjacent public parking structures or street parking spaces. The parking plans shall provide adequate on-site parking areas for construction workers and/or consider providing additional construction parking at off-site parking lot locations and providing bussing or car-pool services to the construction site.”

Response to Comment 23.12: The activities planned for the town square are community based activities aimed at creating a vibrant atmosphere and interactive place for residents of Manhattan Beach to congregate and experience culture. Such activities are proposed as character defining features of the project and are not intended or anticipated to be trip generators. These activities represent typical community center activities which will add to the local community oriented experience of the proposed project. These activities would normally be scheduled outside of normal business hours and on weekends. As such, the parking and traffic impacts would be off-set by the commercial office and Civic Center office uses, which follow regular working hour patterns.

Response to Comment 23.13: The Draft EIR was noticed, distributed, and made available in accordance with the State Clearinghouse review requirements for draft environmental documents, pursuant to the California Environmental Quality Act. Please refer to the Governor's Office of Planning and Research State Clearinghouse letter, identified as Comment Letter 1, herein.

Response to Comment 23.14: The Draft EIR is adequate in assessing summer peak hour traffic conditions. To assess traffic conditions during the summer season, two sets of traffic counts were used in

the traffic analysis; summer counts and winter counts. The summer season counts were taken on typical warm summer days to specifically capture the beach-related summertime traffic conditions. Therefore the commentor's assertion that the project underestimates summertime project impacts is unfounded.

Response to Comment 23.15: This comment is not directed at the adequacy of environmental analysis. The commentor's opinion is noted and will be forwarded to the decision makers for their consideration.

Response to Comment 23.16: The commentor's opinion is noted and will be forwarded to the decision makers for their consideration.

Response to Comment 23.17: The referenced list of Exhibits are attached to this comment letter for reference purposes.

Response to Comment 23.18: This introductory comment explains the format used for the following comments and does not require a response.

Response to Comment 23.19: It is acknowledged that the construction activities associated with the proposed project could result in temporary parking impacts because existing parking spaces would be displaced. As construction of the Metlox and Civic Center components would occur at different times, the parking impacts during construction would not be cumulative and the existing on-site parking spaces would not all be displaced simultaneously. Although details have not yet been developed, it is proposed that the construction activities would be phased such that the parking demands would be accommodated on site during construction. One method of achieving this objective would be to first construct about one-half of the proposed parking facility while maintaining the other half of the lot for parking. Then, while the second half of the parking facility is being constructed, the completed section would be made available for parking. This type of phased construction program could be used to accommodate the needs of the existing Civic Center, the merchants, and the construction workers' vehicles. While the total number of existing parking spaces would not be maintained, the program would minimize parking impacts in the surrounding areas. The following mitigation measure has been added to the Additions and Corrections Section of the Final EIR (*See Section II., Additions and Corrections, page II-10*) to further ensure impacts upon parking during the construction process remain less than significant:

“Prior to any construction activities, a Construction Plan shall be submitted for review and approval to the City of Manhattan Beach Public Works Department and Community Development Department. Construction Plans shall address parking availability and minimize the loss of parking for existing on-site Civic Center operations that will continue to operate throughout the construction period. To minimize potential adverse impacts upon the Downtown Commercial District construction workers shall not be permitted to park within in the adjacent public parking structures or street parking spaces. The parking plans shall provide adequate on-site parking areas for construction workers and/or consider providing additional construction parking at off-site parking lot locations and providing bussing or car-pool services to the construction site.”

Response to Comment 23.20: The project's parking demands would not have a significant impact on the adjacent residential neighborhoods because the project will accommodate the projected peak parking demands of the proposed project within on-site surface and subterranean parking areas. The spillover parking into adjacent neighborhoods that the commentor is referring to is not considered a project impact because (1) it is an existing condition that already occurs without the proposed project's presence, and (2) will not be exacerbated by the project because the project will provide adequate parking to serve the projects demands. If anything, the adjacent neighborhoods will likely experience fewer spillover parking occurrences because the project will provide surplus parking that will serve other uses in the downtown area through a shared parking program.

Response to Comment 23.21: The impacts to parking were addressed in the Draft EIR on page 158. Please refer to responses to comments 10.3 through 10.6. with regard to the loss of existing parking in Lot 5 and Lot M. The proposed project would provide a sufficient number of spaces to satisfy the parking demands of the employees and customers of the on-site uses. There would also be some excess spaces that would be available to the general public to partially accommodate the overflow parking demands of nearby uses. This surplus of parking supply is anticipated to minimize the occurrence of parking intrusion in the surrounding residential neighborhoods. It is acknowledged, however, that if the on-site parking spaces are pay spaces, that some employees and customers would elect to seek free parking on the nearby unrestricted residential streets. For this reason, the Draft EIR recommended that the City consider establishing an employee parking program to alleviate parking impacts on the Downtown Commercial District as a mitigation measure. Please refer to page 160 of the Draft EIR (third bullet point). To ensure implementation of this mitigation measure, it will be rewritten in the Final EIR and Mitigation Monitoring and Reporting program as follows:

“Employee parking programs shall be required for the Metlox commercial establishments to alleviate the parking demands within the Downtown Commercial District. Potential mitigation options may include satellite parking programs and/or providing tandem parking stalls designated for employees only.”

This comment also references a City policy to annually review on-street parking in neighborhoods adjacent to commercial areas through out the city. This Policy is directed at the City to implement on an annual and Citywide basis and is not within the scope of this project. Spillover parking into adjacent residential neighborhoods is not anticipated to occur as a result of this project because the project proposes adequate on-site parking to meet the demands of the project. Further more, as demonstrated in the Draft EIR, the project will provide surplus parking that will further alleviate parking demands from the Downtown Commercial District during certain peak demand times (i.e., summer weekends). As such, parking demand impacts were determined to be less than significant.

Response to Comment 23.22: The Draft EIR did study the potential environmental impacts of the project on water runoff, storm drain infrastructure. Please refer to Section V.G. Hydrology/Water Quality. Potential project impacts on wastewater (sewer infrastructure) were found to be less than

significant and were not included as a stand alone EIR analysis. This issue was adequately discussed in the Draft EIR on page 189 and Appendix A, Initial Study Analysis.

The City's improvements to the existing storm drain infrastructure are being conducted independently of this project as part of the Capital Improvement Program. Coordination in construction schedules will be adequately assessed by City Staff as the approval and schedule of this project becomes more certain. Coordination in construction schedules to minimize the potential short-term nuisance and inconveniences associated with concurrent earthwork and trenching activities will be handled in accordance within the normal scope of project review and approval by the Public Works Department.

Response to Comment 23.23: Assessing the quality of the City's potable water supply is outside the scope of this EIR. The water supplied to the project site via an extension of the existing potable water infrastructure system, will be provided in accordance with all applicable laws and regulation regarding public water supplies.

Response to Comment 23.24: Potential project impacts on wastewater (sewer infrastructure) were found to be less than significant and were not included as a stand alone EIR analysis. This issue was adequately discussed in the Draft EIR on page 189 and Appendix A, Initial Study Analysis.

Response to Comment 23.25: The utility and cellular towers that are a part of the existing infrastructure will likely be upgraded, realigned, or under grounded as part of the project, however project plans do not include this level of specificity at this point in time. These changes will not significantly impact the existing visual environment as they are already in place. The project applicant will be required to coordinate and submit utility plans to the City of Manhattan Beach Public Works Department as part of the project approval and construction process.

With regard to the Lookout Tower feature proposed for the Metlox property, the project applicant has provided additional information to clarify this project feature. The revised description of the proposed Lookout Tower has been more clearly defined and limiting to include a structure that will be no larger than 20 by 20 feet at its base extending to a maximum height of 60 feet. A flag pole or similar architectural feature (i.e., weather vane) may extend above the 60 foot height, but shall not extend more than ten feet above the highest roof line of the tower structure. The intent of the Lookout Tower is aimed at providing a signature architectural feature for the project in the form of a tower structure that will provide public views of the pier, beach, ocean and other local landmarks in the Downtown area. Although the preliminary architectural illustrations of the project depicted in the Draft EIR are not exact, the general aesthetic effect can be realized (*See Draft EIR, Figures 6, 7, 20 and 21 on pages 34, 37, 64, and 65*). As depicted in the illustrations, the Lookout Tower includes an open trellised patio cover element at the top of the structure. The trellised patio cover is considered a structural component of the Lookout Tower which will not exceed the proposed 60 foot height. Approval of a height variance or other discretionary application will still be required for the Lookout Tower. Additional mitigation

measures have been incorporated into the Final EIR to clarify and limit the design and placement of this project feature as discussed below.

A review of the City's records for the buildings surrounding the project site indicate the adjacent office building at 1219 Morningside Drive (at 13th) is 30' in height and the office building at 1201 Morningside Drive (at 12th) is 31' 8" in height. Additionally, numerous other existing commercial and residential buildings in the downtown within several blocks of the project site are 2 to 4 stories, and 30 feet or more in height, including 316 13th Street, 321 12th Street, 505 Manhattan Beach Boulevard, 400 Manhattan Beach Boulevard, 228 Manhattan Beach Boulevard, 333 11th Street and 1035 Morningside Drive, 325 11th Street, and 1000 Highland Avenue. The project structures will be consistent with the height of these structures, as they are proposed to be a maximum of 30 feet in height. Additionally, as stated in the Draft EIR, the proposed building height is consistent with the underlying zoning code requirements.

Response to Comment 23.26: The antenna and satellite dishes are a part of the Police Departments operations. These components will be incorporated into the proposed site plan as needed to provide effective and reliable service. Since these features are already part of the existing visual character of the site, their replacement and or relocation on-site would not be considered significant project impact.

Response to Comment 23.27: Visual impact and view corridors are addressed in Section V.A., Aesthetics of the Draft EIR. This comment is noted for the record.

Response to Comment 23.28: The proposed project is consistent with the current provisions of the Code with regard to height. The proposed project plans to build structures, with the exception of the Lookout Tower, that are (1) consistent with the existing code requirements and (2) at the same height as adjacent buildings. A review of the City's records for the buildings surrounding the project site indicate the adjacent office building at 1219 Morningside Drive (at 13th) is 30' in height and the office building at 1201 Morningside Drive (at 12th Street) is 31' 8" in height. Additionally, numerous other existing commercial and residential buildings in the downtown within several blocks of the project site are 2 to 4 stories, and 30 feet or more in height, including 316 13th Street, 321 12th Street, 505 Manhattan Beach Boulevard, 400 Manhattan Beach Boulevard, 228 Manhattan Beach Boulevard, 333 11th Street and 1035 Morningside Drive, 325 11th Street, and 1000 Highland Avenue. A zone change to make the site more restrictive is not proposed and would be outside the scope of this project.

Response to Comment 23.29: Impacts associated with hazardous materials are addressed in Section V.E., Risk of Upset in the Draft EIR. As stated in the Draft EIR, historical soil contamination on the proposed project site has been remediated, and a closure report from the County of Los Angeles Fire Department was 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 (*See Draft EIR, page 111*).

Response to Comment 23.30: Please refer to Response to Comment 4.1. Potential impacts associated with any unexpected exposure of hazardous or suspected hazardous materials during excavation activities will be mitigated to less than significant levels with the inclusion of the following mitigation measure:

- *“If during construction of the project, soil contamination is suspected, construction in the area should stop and appropriate Health and Safety procedures should be implemented. The Department of Toxic Substances Control (DTSC) Voluntary Cleanup Program (VCP) should be contacted at (818) 551-2866 to provide the appropriate regulatory oversight.”*

Response to Comment 23.31: The following mitigation measure is prescribed as an addition and correction to the Draft EIR (*see Final EIR, Section II. Additions and Corrections, page II-12*) to mitigate the potentially significant noise impacts of police and fire station siren activity to the proposed 40-room Inn:

- *“Based on a review of construction documents prepared for the proposed project, a licensed acoustical engineer shall determine the type of construction materials for the Bed and Breakfast Inn (i.e., window, door, wall insulation material, weather-stripping, etc.) to ensure an interior noise level of no greater than 45 dBA (Leq) when sirens are in use. A Certificate of Occupancy shall not be issued for the proposed Inn until the 45 dBA (Leq) interior noise level performance standard, when sirens are in use, is met.”*

Response to Comment 23.32: Noise related to delivery and disposal truck operations currently exist within the area that may be affected by the proposed project. The proposed project will not materially increase the duration or frequency of delivery and disposal truck activity. Thus, as concluded in the Draft EIR, the proposed project’s incremental long-term operational noise contribution, when compared to the “no project” condition, will result in an impact that is less-than-significant.

Response to Comment 23.33: Comment noted. The proposed project would comply with the mitigation measures prescribed in the Draft EIR, as well as all applicable provisions of the City of Manhattan Beach Municipal Code. A 24-hour emergency construction permit will not be applied for nor approved for this project. However, as concluded in the Draft EIR, short-term construction noise impacts would be significant and unavoidable, even after application of prescribed mitigation measures.

Response to Comment 23.34: Although the proposed project would accommodate potential “nuisance noise” events, such as live music performances, children’s readings, and children’s school performances, an amplified sound system is not a part of the project design. These events may, or may not, require amplified sound. In the event that amplified sound is required, a temporary public address (PA) or sound system would be required. As mentioned on page 180 under “Nuisance Noise Impacts”, and illustrated in the Figure 5 “Conceptual Site Plan” on page 33 of the Draft EIR, the Town Square portion of the proposed project would be substantially enclosed by surrounding buildings. These buildings will effectively serve as a sound barrier, and can be expected to reduce sound levels by at least 10 dBA (Leq) at receptor areas located outside the venue. In an effort to ensure that potential long-term operational

noise impacts related to outdoor activities (mentioned above) that may occur at the Town Square venue are sufficiently addressed, the following additional mitigation measures are prescribed as additions to the Draft EIR. (See *Final EIR, Section II. Additions and Corrections, page II-12*):

- *“An annual City permit in accordance with Chapter 4.20 of the MBMC shall be required prior to the installation/setup of any temporary, or permanent, PA or sound system.*
- *The maximum allowable sound level shall be in conformance with Chapter 5.48 of the MBMC.*
- *Based on a review of construction documents prepared for the proposed project, a licensed acoustical engineer shall determine the type of construction materials for the Bed and Breakfast Inn (i.e., window, door, wall insulation material, weather-stripping, etc.) to ensure an interior noise level of no greater than 45 dBA (Leq) when sirens are in use. A Certificate of Occupancy shall not be issued for the proposed Inn until the 45 dBA (Leq) interior noise level performance standard, when sirens are in use, is met.”*

As concluded in the Draft EIR, long-term noise impacts related to the proposed project are anticipated to be less-than-significant.

Response to Comment 23.35: As stated on page 186 of the Draft EIR, the former Metlox Potteries property is not listed as a federal or state historical resource or landmark. While the former Metlox property is not officially recognized as a local historical landmark, the developer intends on incorporating elements of the sign into the proposed project. In addition, the project plans on including a Lookout Tower within its Town Square plaza that is proposed to include historic photographs depicting the history of the project site and its environs.

Response to Comment 23.36(a): As stated on page 63 of the Draft EIR, the project will incorporate low level thematic and security lighting throughout the pedestrian walkways and the Town Square. The orientation of the commercial structures around the Town Square will shield the neighboring land uses from potentially obtrusive light and glare impacts. Vehicular access will be provided generally in conformance with the existing driveway areas. Therefore, light and glare impacts from vehicular headlights would remain generally unchanged. In addition, fewer cars will be parking on-grade as a larger portion of parking will be provided below grade levels. As such, less light and glare would be expected from vehicles maneuvering through the parking areas.

With regard to potential shade and shadow impacts, the following discussion was added to the Additions and Corrections Section of the Final EIR:

“The proposed project will not impact any sensitive shadow receptors. Shadow impacts are normally considered significant if shadow sensitive uses are shaded by project structures for more than three hours between the hours of 9:00 a.m. and 3:00 p.m. The nearest sensitive shade and shadow receptors to the proposed project site are residential structures along the east side of

Ardmore Avenue and the north side of 15th Street. The residential structures along Ardmore are separated from the project site by Valley Drive, a raised median that is improved with a parking lot and landscaped parkway, and Ardmore Avenue. The total distance separating the project site from the residences on Ardmore Avenue (from property line to property line) is over 115 linear feet. These residential structures are topographically situated approximately 10 feet higher than the project site. The residential structures located on the north side of 15th Street are located over 100 feet away from the existing Fire and Police Station buildings.

With the exception of the Lookout Tower, all of the proposed structures would be a maximum of 30 feet high. The longest shadow that could be cast from a 30 foot high structure would be approximately 91 feet in a eastward direction.² Given the distance between the project structures and any shadow sensitive uses and the distance of the project-related (not including the Lookout Tower) shadows, a shadow would not be cast on any shadow sensitive uses. Therefore, shadow impacts from any of the project's 30 foot high structures would be less than significant.

The revised height of the proposed Lookout Tower is a maximum of 60 feet in height. Because the site plan is conceptual at this time and may include slight variations prior to final approval, the exact location of the Lookout Tower structure can not be determined and evaluated at this time. However, a shadow envelop can be assessed to ensure shadows are not cast on adjacent shadow sensitive uses between 9:00 a.m. and 3:00 p.m. on any day. Using the shadow characteristics discussed above, the maximum shadow lengths from a 60 foot structure would be approximately 182 feet during the Winter Solstice. To ensure shadows are not cast upon any shadow sensitive uses, the following mitigation measures will be incorporated into the Additions and Corrections Section of the Final EIR.

- “The Lookout Tower shall not exceed a maximum of 60 feet in height as measured from the base of the structure to the top of any roof or trellis-type covering. A flag pole or similar architectural feature (i.e., weather vane) shall not extend any more than ten feet above the highest roof line of the proposed structure.
- To ensure shadows are not cast upon any shadow sensitive use during the hours of 9:00 a.m. and 3:00 p.m., the location of the Lookout Tower shall be located at least 182 feet away from any residential property line.”

Response to Comment 23.36(b): Trash problems in the Downtown District are not within the scope of this EIR. The proposed project uses will be required to dispose of trash in accordance with all applicable laws and regulations.

² Based on the Winter Solstice (December 22) shadow multiplier of 3.03 times the height of the structure (Shadow bearing: 45 degrees East). City of Los Angeles Draft CEQA Thresholds Guide, Section L3 Shading, Exhibit L.3-1. 1995

Response to Comment 23.37: The Manhattan Beach Police Department was consulted with during the preparation of the EIR. The MBPD's comments on the Draft EIR are included herein in Comment Letter No. 9. The proposed uses will be required to operate in accordance with all applicable laws and regulations. The project applicant will be required to submit site plans to the MBPD to ensure the project is designed in a manner that deters crime.

Response to Comment 23.38: The proposed project will be designed in a manner that links the Civic Center and Metlox site with the Downtown District. This theme is reiterated throughout the document numerous times. Please refer to Section V.A., Aesthetics Views, and Section V.C., Land Use.

Response to Comment 23.39: One of the stated goals of the project is "to promote strong integration with the remainder of downtown including pedestrian orientation, a public plaza and/or other public uses". As reflected in the proposed site plan the project incorporated wide sidewalk and hardscape plaza areas to facilitate foot traffic. The suggestions made by the commentor will be forwarded to the decision makers for their consideration.

Response to Comment 23.40: Coastal access is not an issue as the proposed project site is not located in a position that has the potential to block any direct accessways to the beach. Consistency with the LCP is also discussed in Table IV-1 on page IV-8.

Response to Comment 23.41: Site plans will be submitted to the Community Development Department for review and approval. Consistency with all applicable sign regulations will be reviewed at that time.

In addition it should be noted that the following mitigation measure was recommended in the Draft EIR (see Draft EIR, page 73). "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."

Response to Comment 23.42: The Draft EIR included a total of six alternative development scenarios. Please refer to Section VII of the Draft EIR, Alternatives to the Proposed Project.

Response to Comment 23.43: The Cultural Arts Center and the Library expansion were proposed as part of the proposed project. Alternative scenarios excluding these uses were included in the alternatives analysis. Please refer to Section VII of the Draft EIR, Alternatives to the Proposed Project.

Response to Comment 23.44: This comment is a request for detailed information relative to the proposed location of truck loading/unloading zones, trash pick-up, the library loading dock, and the library book drop-off bin. While these issues are important relative to the design and operation of the

proposed facilities, such detailed plans were not available at the time of the project analysis and thus could not have been evaluated in detail in the EIR. However, as discussed in the various sections of the Draft EIR additional site plan review will be required at various stages of the projects entitlement process including several plan checks by the appropriate City Departments. Such review includes procurement of a LCP Permit (see DEIR page 101), submittal of a Drainage Plan (see DEIR page 170) submittal of detailed safety designs to the MBPD and MBFD (DEIR page 107). It is therefore anticipated that through the various plan check processes the siting of these loading and trash receptacle facilities will comply with the requirements of the Manhattan Beach Municipal Code. Therefore, no significant impacts to the environment are anticipated to occur due to these elements.

Response to Comment 23.45: CEQA provides that economic or social effects of a project shall not be treated as significant effects on the environment. Based on the characteristics of the proposed project and preliminary consultation with the economic analysts, the environmental consultants and City Planning Staff concluded the economic impacts of the proposed project would not be significant enough to induce substantial physical environmental changes to the Downtown area. Notwithstanding this determination, the City decided to pursue a project specific economic report, separately and outside of the scope of the EIR to satisfy the public interest and provide additional information to the decision makers. This analysis is available for review at the City of Manhattan Beach's Community Development counter, the Public Library, and is available to the public. While the Economic analysis is not a part of the Draft EIR, is a part of the administrative record and will be forwarded to the decision makers for their consideration.

Response to Comment 23.46: Comment noted. An additional analysis addressing the project's compliance with applicable LCP policies, as identified by the California Coastal Commission (See Comment Letter No.2) is presented in the Additions and Corrections Section of the Final EIR (See page Table IV-1 on page IV-8).

Response to Comment 23.47: Comment noted.

Response to Comment 23.48: Comment noted.

Response to Comment 23.49: Comment noted.

Response to Comment 23.50: This comment challenges the appropriateness of the City's Code requirements for office parking spaces. The City of Manhattan Beach's parking requirements for general office uses (one space per 300 square feet), is reasonable and similar to other nearby jurisdictions. The Cities of El Segundo, Torrance, and Redondo Beach all employ the same or less restrictive requirements for commercial office uses. It is beyond the scope of this project and Draft EIR to reassess the City's Municipal Code. Additionally, it should be noted that the office examples provided by the commenter (i.e., Skechers and William Raffin Realty) are atypical downtown offices due to their larger size. Typical offices within the downtown area are much smaller in scale and number of employees.

Response to Comment 23.51: Housing Hermosa Beach prisoners is not an environmental impact that needs to be addressed in the Draft EIR. The future daily operations of the MBPD will not be consistent

with their current operations. No significant increase in police personnel, administrative staffing or criminals is anticipated.

Response to Comment 23.52: No significant increase in police personnel, administrative staffing or criminals at the MBPD is anticipated as a result of the proposed project. Details were provided in the Draft EIR regarding the proposed parking layout of the Civic Center. As indicated on page 158 of the Draft EIR, “Parking for the Civic Center portion of the development will contain 116 secure subterranean parking spaces for police and fire vehicles as well as an additional 87 spaces for Civic Center public and staff. Additional at-grade parking will provide 61 spaces for police and fire vehicles, and 86 spaces for Civic Center public and staff parking needs.”

Response to Comment 23.53: This comment is not directed at the EIR. No response is required.

Response to Comment 23.54: The DEIR traffic analysis is based on traffic projections to the year 2005, which is the time frame that the proposed project is anticipated to be completed and occupied. There is no requirement that a long-range traffic analysis be conducted in conjunction with an individual development project. Such issues are typically addressed through the periodic updating of the General Plan circulation element. If valid long-range traffic projections were available, the project-specific impacts could then be quantified. There is no expectation, however, that city-wide or regional long-range traffic forecasts should be prepared as a component of an EIR traffic analysis not including a General Plan update. The analysis presented in the DEIR is sufficient for evaluating the project’s impacts. Caltrans has reviewed the DEIR and has not requested any additional information regarding long-range forecasts or the 2020 scenario.

Response to Comment 23.55: The DEIR traffic analysis is based on traffic counts that were taken in 1999/2000, as opposed to data collected for the 1988 General Plan. The recent traffic counts and associated levels of service described in the DEIR are consistent with the General Plan in that both documents indicate that the downtown area has locations that operate at unacceptable levels of service (LOS E and F). While there may be some discrepancies between the DEIR and the 1988 General Plan, the more recent data and analysis techniques are substantially more reliable and defensible, particularly since the technical data and calculation sheets for the 1988 General Plan assessed traffic conditions over 13 years ago.

Response to Comment 23.56: The traffic counts that were used to develop the baseline information for the DEIR were taken on warm clear days in the winter and spring of 1999/2000 for the winter weekday scenarios and on a warm clear non-holiday week in July of 2000 for the summer weekday and summer weekend scenarios. For the weekday scenarios, traffic counts were taken at each intersection from 7:00 to 9:00 a.m. and from 4:00 to 6:00 p.m. Then, the highest one-hour period of traffic flow within each two-hour period was identified for each location to represent the peak hour. This methodology is consistent with the guidelines of the Los Angeles County Congestion Management Program (CMP) for determining the peak hour for a traffic analysis. For the weekend scenario, traffic counts were taken for a period of four hours on a Saturday and Sunday afternoon and the highest one-hour period of traffic flow within

each four-hour time frame was identified. In addition, 24-hour tube counts were taken at various locations in the study area and the resulting data were monitored to confirm that the peak periods were accurate. The traffic volume adjustments cited in the CAJA proposal were not necessary because the DEIR schedule provided the opportunity to conduct summertime traffic counts instead of estimating the summer counts based on winter data, as was originally proposed.

Response to Comment 23.57: Manhattan Avenue in the downtown area was addressed in the DEIR as traffic counts were taken at the intersection of Manhattan Avenue and Manhattan Beach Boulevard, before and after traffic volumes are shown for Manhattan Avenue north and south of Manhattan Beach Boulevard, and traffic conditions are evaluated for the Manhattan Avenue/Manhattan Beach Boulevard intersection. The DEIR indicated that the project would not have a significant impact at the intersection of Manhattan Avenue and Manhattan Beach Boulevard. Ocean Drive was not evaluated because it is not expected that a measurable volume of project-related traffic would use Ocean Drive as an access route. The intent of providing a right-turn lane on southbound Highland Avenue at 15th Street is to mitigate the significant impact identified at that intersection, not to redirect traffic to another street. If the proposed right-turn lane on Highland Avenue at 15th Street were to be implemented, it would result in the loss of approximately four or five parking spaces. The proposed project would provide a sufficient number of spaces to satisfy the parking demands of the employees and customers of the on-site uses, and a review of the downtown parking inventory is outside of the scope of this project EIR.

Response to Comment 23.58: The DEIR indicates that the significant impact at the intersection of Highland Avenue and Manhattan Beach Boulevard, which would occur only for the summertime Sunday afternoon scenario, could potentially be mitigated by widening the roadway. It also indicates that such mitigation may not be acceptable. The Draft EIR recommended mitigation measures, which may or may not be acceptable, to demonstrate what roadway improvements would be required to reduce significant traffic impacts to less than significant levels. The Draft EIR is clear in identifying mitigation measures that may (or may not) be acceptable and/or could result in secondary impacts (i.e., loss of street parking or sidewalk amenities). This information is essential in the decision making process in that (1) the decision makers are well informed the project's impacts and (2) the decision makers understand the implications of approving or not approving the project or project alternatives with (or without) the respective mitigation measures. The Draft EIR clearly indicates all of the traffic impacts before and after mitigation. Therefore, for intersections for which mitigation measures are deemed unacceptable, or may result in undesirable secondary impacts, the impact that would be realized is identified in the Draft EIR under the 2005 Plus Project column (*see Tables 20, 21, and 22 on pages 154 through 156 of the Draft EIR*). For significantly impacted intersections, where the decision makers find the mitigation measure is unacceptable, or decide that the secondary impacts resulting from mitigation measures are greater than the benefit they would provide, a statement of overriding considerations would be required. In addition, since the project Traffic Analysis utilized conservative and "worst case" estimates for projecting future traffic conditions, it is acknowledged that some of significant impacts identified in the EIR may not be realized once the project is constructed. The analysis can only provide a reasonable and good faith "estimate" of what may occur as a result of the project. As such, some mitigation measures are provided with the caveat that they would be implemented only if actual impacts warrant their implementation. These

mitigation measures require secondary studies to determine the realized impact. In either case, the impact is identified in the Draft EIR, and, in the event the impact is realized, an effective mitigation measure will be provided. To further clarify this issue and to ensure secondary traffic assessments are implemented for significantly impacted intersections, the following mitigation will be incorporated into the Additions and Corrections Section of the Final EIR (*see Additions and Corrections, page II-11*):

“The City Traffic Engineer shall conduct secondary “post-project” traffic assessments at the intersections of Highland Avenue & 13th Street, and Manhattan Beach Boulevard & Valley Drive/Ardmore Avenue to determine the actual traffic impacts of the proposed project. Should the results of this assessment verify significant impacts are realized, the mitigation measures recommended in the Draft EIR, or equivalent and effective measures shall be implemented.”

Response to Comment 23.59: The Draft EIR is not required to address the parking situation in the Downtown Manhattan Beach Commercial District. The parking study in the Draft EIR addresses the parking impacts of the proposed project, not the Downtown District. While it is recognized that the existing and proposed parking spaces on the project are shared with the general Downtown market area, the goal of the project is not to provide as much parking as possible. The availability of parking in the Downtown District is affected by a number of factors including the uses on the project site, the Downtown market, and beach visitors. The community has argued that they do not want to create a destination venue that will attract additional visitors from outlying communities. In keeping with the goal to provide a low scale community oriented commercial development, the project seeks to provide enough parking to accommodate the anticipated parking demands of the project as well as provide some surplus parking to accommodate the Downtown District. Any additional parking beyond what has been proposed would attract additional beach visitors and may result in a destination effect for the proposed project, attracting additional persons to the Downtown Manhattan Beach area.

Response to Comment 23.60: The City of Manhattan Beach Municipal Code does not specify the parking requirements for Civic Center Uses. The Draft EIR utilized the parking demand assessment that was presented in the Manhattan Beach Public Safety Facility Review, City of Manhattan Beach and Leach Mounce Architects, July 6, 1995.

Parking Lot 5 was discussed and adequately accounted for in the parking availability impact analysis in the Draft EIR (*see Draft EIR page 124*). Although the Draft EIR states that there are 40 parking spaces in Lot 5, there are actually only 35 spaces. The Downtown Vehicle Parking District which the commentor is referring to is a City Policy to provide merchants within the Downtown Business District the option of purchasing quarterly parking passes. These parking passes permit employees to park in designated public parking lots without feeding the meters. Currently there are 38 permits for the lot. Since on average approximately only one-half of the permit holders occupy the lot at any one time, there are additional spaces that are available for general use by the public. Of these 38 permits only 2 are required off-site parking spaces. The City has the authority to modify or stop the merchant parking program at its sole discretion. There are no vested rights to merchants or any other individuals to park in City owned parking lots. With regard to the loss of these parking spaces, it is expected that these spaces

can easily be replaced within the proposed Civic Center/Metlox parking lots. The proposed parking for the Civic Center/Metlox project will include a surplus over their peak demand hours of approximately 101 spaces (*see Draft EIR page 158*). Therefore, the proposed parking plan will be able to accommodate the parking demands of the project's uses, as well as provide replacement parking for the 35 spaces lost from the removal of Lot 5, including those that are utilized as part of the merchant parking program.

Response to Comment 23.61: Drop off parking for the library will be from within the Civic Center surface parking lot. This comment will be forwarded to the decision makers for their consideration.

Response to Comment 23.62: The proposed site plan will be reviewed and approved by the Community Development Department prior to construction. All applicable laws and regulation will be required to be complied with, including those associated with the American's with Disabilities Act (ADA). Such requirements are established through law and will be required to be implemented accordingly.

Response to Comment 23.63: This comment is acknowledged. The following reference citation will be included to revise page 234 of the Draft EIR in the Additions and Corrections Section of the Final EIR.

“Meyer Mohaddes Associates., Inc., City of Manhattan Beach, Downtown Manhattan Beach Parking Management Plan Report, February, 1998.”

Response to Comment 23.64: The comment asserts that the land use analysis presented in the Draft EIR is flawed, but it does not give any further reference to direct further investigation. The commentor also asserts that public records providing details about the land uses was not provided. The City of Manhattan Beach Zoning Code, Local Coastal Program and General Plan documents are publicly available at the public counter. The Zoning Code has been posted on the City's internet site since the date of the NOP. The DEIR indicates that the Metlox project would be provided with more parking spaces than that which would be required to satisfy the demands of the proposed on-site land uses. The excess parking supply is intended to be available for general public use and would, therefore, help to satisfy the parking demands in the downtown area and protect the surrounding residential neighborhoods from being significantly impacts by downtown parking demands. There is no expectation or requirement that a proposed development project such as Metlox would be responsible for supplying parking for existing businesses in the surrounding area as long as the project itself does not result in a significant parking impact. The Downtown Parking Management Report evaluates the parking within the downtown as a whole, while the Metlox EIR evaluates the parking required for the project itself. Although this previous report provides valuable information regarding downtown parking and the overall management of the parking, the purpose of the Metlox Project is not to provide a solution to all of the Downtown Commercial District. As the site would be provided with a sufficient number of spaces to satisfy the project's parking demand, additional parking-related mitigation is not required.

Response to Comment 23.65: Parking demands associated with the beach or the Pier Roadhouse are not a part of the proposed project. It is beyond the scope of this project to assess the supply and demand of parking availability at off-site locations in the Downtown Area. The project will provide adequate on-site

parking to meet the demands of the proposed uses, plus provide Downtown Overflow parking. Thus, the project will not contribute to any existing parking problems in the surrounding area.

Response to Comment 23.66: The Draft EIR provides a mitigation measure that “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.” Such valet operations would further reduce parking demands as more vehicles could be parked in tandem at the Metlox site.

Response to Comment 23.67: As stated previously it is not the responsibility of the proposed project to solve the parking problems for the Downtown District. The project will provide adequate on-site parking to meet the demands of the proposed uses. Thus, the project will not contribute to any existing parking problems in the surrounding area.

Response to Comment 23.68: Policy 3.1 of the General Plan is a directive to the City to conduct annual review of on-street parking conditions in neighborhoods adjacent to commercial areas. This annual review is not associated or required by individual projects. In addition, the project’s parking demands would not have a significant impact on the adjacent residential neighborhoods because the project will accommodate the projected peak parking demands of the proposed project within on-site surface and subterranean parking areas. The spillover parking into adjacent neighborhoods that the commentor is referring to is not considered a project impact because (1) it is an existing condition that already occurs without the proposed project’s presence, and (2) will not be exacerbated by the project because the project will provide adequate parking to serve the projects demands. If anything, the adjacent neighborhoods will likely experience fewer spillover parking occurrences because the project will provide surplus parking that will serve other uses in the downtown area through a shared parking program.

Response to Comment 23.69: The Draft EIR parking analysis is thorough in explaining the parking situation on site, including the current and future status of Lot M and Lot 5. This comment is noted for the record and will be forwarded to the decision makers for their consideration.

Response to Comment 23.70: As discussed on page 90 of the Draft EIR, the City Council approved a Use Permit and Coastal Development Permit to permit temporary parking on the Metlox site. The current use of these spaces is available to the general public, as well as businesses participating in the Downtown Merchant parking program. The parking lot was explicitly approved as a temporary use only, and was not intended, nor approved to ever be utilized as a permanent parking area. Specifically, the temporary permit stated that: “The Use Permit and Coastal Development Permit, under no circumstances, shall remain valid after April 22, 2002.” Therefore, the loss of these parking spaces is not considered a project impact.

Previous parking studies within the Downtown Business District were reviewed in the preparation of the Draft EIR as they included relevant information regarding the existing parking inventory on the project

site. Specifically the Downtown Manhattan Beach Parking Management Plan Report was referenced. An official reference will be added to the Additions and Corrections Section of the Final EIR.

Parking Lot 5 was discussed and adequately accounted for in the parking availability impact analysis in the Draft EIR (*see Draft EIR page 124*). Although the Draft EIR states that there are 40 parking spaces in Lot 5, there are actually only 35 spaces. The Downtown Vehicle Parking District which the commentor is referring to is a City Policy to provide merchants within the Downtown Business District the option of purchasing quarterly parking passes. These parking passes permit employees to park in designated public parking lots without feeding the meters. Currently there are 38 permits for the lot. Since on average approximately only one-half of the permit holders occupy the lot at any one time, there are additional spaces that are available for general use by the public. Of these 38 permits only 2 are required off-site parking spaces. The City has the authority to modify or stop the merchant parking program at its sole discretion. There are no vested rights to merchants or any other individuals to park in City owned parking lots. With regard to the loss of these parking spaces, it is expected that these spaces can easily be replaced within the proposed Civic Center/Metlox parking lots. The proposed parking for the Civic Center/Metlox project will include a surplus over their peak demand hours of approximately 101 spaces (*see Draft EIR page 158*). Therefore, the proposed parking plan will be able to accommodate the parking demands of the project's uses, as well as provide replacement parking for the 35 spaces lost from the removal of Lot 5, including those that are utilized as part of the merchant parking program.

Response to Comment 23.71: Summer traffic counts were conducted between July 13th and July 16th, 2000. Traffic counts taken on these days represent typical warm summer days and are representative of summer traffic conditions. These dates occur after the July 4th Weekend when beach crowds are expected to be at an "average high", not an all time high. The intent of collecting baseline data for the summer time period is to obtain a representative sample of an average summer day, not the lowest or the highest peak visitor days. Thus, the sample taken best represents the summer traffic conditions for purposes of this analysis.

Response to Comment 23.72: The parking study in the Draft EIR addresses the parking impacts of the proposed project, not the Downtown District. While it is recognized that the existing and proposed parking spaces on the project are shared with the general Downtown market area, the goal of the project is not to provide as much parking as possible. The availability of parking in the Downtown District is affected by a number of factors including the uses on the project site, the Downtown market, and beach visitors. The community has argued that they do not want to create a destination venue that will attract additional visitors from outlying communities. In keeping with the goal to provide a low scale community oriented commercial development, the project seeks to provide enough parking to accommodate the anticipated parking demands of the project as well as provide some surplus parking to accommodate the Downtown District. Any additional parking beyond what has been proposed would attract additional beach visitors and may result in a destination effect for the proposed project, attracting additional persons to the Downtown Manhattan Beach area.

Response to Comment 23.73: The DEIR traffic analysis is based on peak hour intersection counts that were taken in 1999 and 2000 as well as projections to the year 2005 for the scenarios with and without the proposed development. The project's impacts are evaluated based on a quantification of the project-related change that would occur at each study area intersection. The analysis does not rely on outdated traffic count data from the 1988 General Plan. The General Plan compares the traffic volumes for specific roadway links to the desirable capacity of the roadway and indicates the overall level of service for each roadway link. The DEIR traffic analysis, as a comparison, focuses on the impacts at the affected intersections and identifies potential mitigation measures for the locations that are shown to be significantly impacted by the project. This type of intersection analysis is considered standard practice for traffic impact studies because intersections are typically the constraining locations relative to traffic operations. Whereas General Plans typically address broader issues such as the overall number of through travel lanes on each primary street segment, project-specific traffic impact studies focus on more detailed issues such as the type of traffic control to be used at intersections, the need for turn lanes, and the need for other intersection enhancements.

Response to Comment 23.74: It is not required that this project-specific EIR document indicate how many annual reviews of the street system have been done since 1988. While the most recent city-wide traffic count program was conducted in 1993, the traffic counts for the DEIR were taken in 1999 and 2000. It is not required that this EIR track the annual increases in traffic volumes from 1988 to the present or make long-range traffic forecasts to the year 2020. The DEIR traffic study is based on year 2005 projections, which were estimated by assuming an annual growth factor of two percent (which is a high estimate based on annual growth trends in recent years). It is more appropriate to base the DEIR traffic analysis on actual 1999/2000 traffic counts rather than year 2000 forecasts that were made in 1988 in conjunction with the 1988 General Plan.

Response to Comment 23.75: The comment accurately points out that the City of Manhattan Beach is not in compliance with the Congestion Management Program (CMP) because the CMP debits associated with development projects in Manhattan Beach outweigh the CMP credits associated with transportation improvements that have been implemented. While the proposed project, if constructed, would add to the City's CMP debit ledger, this is an issue that the City must address independently of this EIR. There is no requirement that an EIR address the city-wide CMP credit/debit issues. The Draft EIR demonstrated that the proposed project would not result in a significant impact at any designated CMP intersection.

Response to Comment 23.76: The traffic counts for the Draft EIR were recently conducted in 1999/2000. This traffic count data was used to form the baseline or existing traffic conditions at the current time. As such, these actual counts render the projections of past studies irrelevant. While it is acknowledged that Sepulveda Boulevard currently experiences congested, over-capacity conditions, it would be unreasonable to expect these existing problems to be alleviated prior to approving any additional development within the City. The project's impacts at the two most-directly affected intersections on Sepulveda were evaluated in the DEIR (i.e., Sepulveda at Manhattan Beach Boulevard and Sepulveda at Marine Avenue), and a mitigation measure was identified for the intersection that was

shown to be significantly impacted by the project. The DEIR recommends that the project be responsible for contributing to the installation of dual left-turn lanes in the northbound and eastbound directions at the Sepulveda/Manhattan Beach Boulevard intersection.

Response to Comment 23.77: The DEIR indicates that the intersection of Manhattan Beach Boulevard and Morningside Drive would operate at an acceptable level of service without a traffic signal after project implementation, primarily because it has been proposed that Morningside would be converted to a one-way street in the northbound direction between Manhattan Beach Boulevard and 13th Street. A signal would not be warranted at the intersection of Valley Drive and 13th Street based on the traffic forecasts; however, it would be possible to install a signal at this location in the future if warranted based on actual traffic conditions. It is not the responsibility of this project to implement any traffic-related improvements that were recommended in previous planning studies such as the streetscape project. The issue of painting white lines at the blue tile crosswalks in the downtown area has been addressed by the City in the past and is not directly related to this project.

Response to Comment 23.78: It is beyond the scope of the proposed project to assess the cumulative impacts of regionally significant future project such as the LAX Master Plan. The LAX Master Plan is a regionally significant project that has the potential to impact traffic conditions on a regional scale. In comparison, the proposed project is a small project with localized impacts. As assessed in the Draft EIR, (see Draft EIR, page 158), it is estimated that the project would add at most five peak-hour trips to the Sepulveda Boulevard and Rosecrans Avenue intersection. Compared to regionally significant projects such as the LAX Master Plan, the traffic impacts of the proposed project would be considered “de minimus.”

Response to Comment 23.79: The list of intersections that were evaluated in the DEIR was developed in response to the extensive public outreach program that was conducted at the beginning of the environmental documentation process, which included the mailing the Notice of Preparation to residents expressing interest in the project, and several publicly noticed town meetings. The intersections that were identified in the Draft EIR reflect the critical nodes in the street network that provides access to the project area. It is not necessary that every minor intersection in the project vicinity be evaluated (e.g., Morningside at 12th Street, Morningside at 13th Street, Valley Drive at 13th Street, Manhattan Beach Boulevard at Ocean Drive, the site access driveways, etc.) or that intersections be evaluated that would be only minimally affected by the project (e.g., Highland at Rosecrans, Sepulveda at 30th Street, Sepulveda at Rosecrans, Sepulveda at Valley and Ardmore, Rosecrans at Pacific, etc.). No significant project impacts would be anticipated at any of these intersections. Some of the intersections listed in this comment were, in fact, evaluated in the DEIR; i.e., Manhattan Beach Boulevard at Morningside Drive, Highland at 13th Street, Highland at 15th Street, and Highland at Marine. While, it is not the responsibility of this project to update the 1988 General Plan or the LCP, the City plans on initiating a comprehensive update to the General Plan this year. Traffic counts were conducted at peak times in July of 2000 for the weekday, Saturday, and Sunday scenarios. Pedestrian access is proposed in conjunction with the development of the project, including Valley Drive, 13th Street, Morningside Drive, and Manhattan Beach Boulevard and handicapped access would be included in the project design.

Response to Comment 23.80: The DEIR traffic analysis accounts for the effects of regional growth and the cumulative impacts of other proposed development projects in the area by applying a two percent annual growth rate to the existing traffic volumes. As this factor is higher than the average growth rate in traffic volumes that has historically been observed in Manhattan Beach, it adequately accounts for the cumulative impacts of regional growth and development. No specific significant development projects in the immediate project vicinity were identified. The DEIR traffic analysis is based on the projected baseline conditions for the year 2005. It is not required that this EIR evaluate the effects of a fully built out land use scenario for downtown Manhattan Beach or the possibility of building two units per lot in the City's residential areas. Nor is it necessary for this project-specific analysis to explicitly consider the long-range impacts of major development proposals throughout the South Bay such as the ones listed in Manhattan Beach, Hermosa Beach, Redondo Beach, Hawthorne, El Segundo, and Playa Vista as well as the planned future growth of LAX. These projects are beyond the sphere of influence evaluated in this project EIR, as the Metlox project does not have significant impacts within the areas covered by these major development projects. Further, the ambient growth factor accounts for any impacts these remote projects may have on study intersections. These issues would be more appropriately addressed in the context of a General Plan update and the various ongoing regional and sub-regional planning studies. It should also be noted that SCAG's comments on the Draft EIR indicate the proposed project is not regionally significant per Areawide Clearinghouse Criteria. (*See Comment Letter No. 5 on page IV-15*).

Response to Comment 23.81: This comment provides suggested alternatives that were not evaluated in the EIR and includes supplemental analysis with regard to parking impacts. Various footnotes and side notes following the data tables provided reiterating comments made previously in this comment letter. The authors of the Draft EIR disagree with the assumptions and information provided in Table 1 and 2 by the commentor. The findings and conclusions of a Parking Demand Analysis is discussed on page 158 of the Draft EIR. The parking demand analysis calculation worksheets are provided at the end of Traffic Impact Analysis which can be found in the Appendix to the Draft EIR.

Response to Comment 23.82: This footnote challenges the adequacy of public review and notice provided for the Draft EIR. The Draft EIR was noticed, distributed, and made available in accordance with the State Clearinghouse review requirements for draft environmental documents, pursuant to the California Environmental Quality Act. The commentor is referred to the Governor's Office of Planning and Research State Clearinghouse letter, identified as Comment Letter 1, herein, which acknowledges CEQA compliance with regard to noticing and public review.

Response to Comment 23.83: Thank you for your extensive comments on the Civic Center/Metlox Project Draft EIR. They are noted for the record and will be forwarded to the decision makers for their consideration.

Response to Comment Letter 24

Sally Ph.D. Hayati
Director Information Technology Department
The Aerospace Corporation
1535 Gates Avenue
Manhattan Beach, CA 90266

Response to Comment 24.1: The existing conditions and levels of service for the intersections of Marine and Highland Avenue, Manhattan Beach Boulevard and Sepulveda Boulevard, Valley Drive and Blanche Road, and Marine Avenue and Sepulveda Boulevard were properly identified in Table 15 on page 128 of the Draft EIR.

Response to Comment 24.2: The DEIR indicates that the significant impact at the intersection of Highland Avenue and Manhattan Beach Boulevard, which would occur only for the summertime Sunday afternoon scenario, could potentially be mitigated by widening the roadway. It also indicates that such mitigation may not be feasible. To finalize this issue, the DEIR concludes that the proposed mitigation measure would not be implemented and instead states that this intersection would experience an unavoidable significant impact for the summer Sunday peak hour scenario. The Draft EIR indicates the acquisition of right of way property and the removal of existing amenities may be required to implement the mitigation measure to widen Highland Avenue at Manhattan Beach Boulevard. This measure does not imply the removal or acquisition of private property. The amenities referred to include on-street parking, sidewalk area, and decorative landscape/hardscape features within the sidewalk area.

Response to Comment 24.3: The Traffic Study and the Draft EIR clearly identify traffic impacts for three time periods; Winter Weekdays, Summer Weekdays, and Summer Weekends. The summer impacts are quantified and identified accordingly. The Draft EIR does not “Value” summer traffic impacts at 25%. Rather the Draft EIR merely noted that the summer traffic impacts occur on a seasonal basis and are not year round impacts. The seasonality of Manhattan Beach traffic conditions is an important characteristic inherent to the community and is accurately analyzed and appropriately discussed in the analysis.

Response to Comment 24.4: The commentor is incorrect. The CD Downtown Commercial District Height Limits are shown in Figure 23 of the Draft EIR following page 96.

Response to Comment 24.5: The potential neighborhood traffic impacts are discussed on page 157 of the Draft EIR.

Response to Comment 24.6: Comment noted. With regard to the Lookout Tower feature proposed for the Metlox property, the project applicant has provided additional information to clarify this project feature. The revised description of the proposed Lookout Tower has been more clearly defined and limiting to include a structure that will be no larger than 20 by 20 feet at its base extending to a maximum height of 60 feet. A flag pole or similar architectural feature (i.e., weather vane) may extend above the 60 foot height, but shall not extend more than ten feet above the highest roof line of the tower structure. The intent of the Lookout Tower is aimed at providing a signature architectural feature for the project in the form of a tower structure that will provide public views of the pier, beach, ocean and other local landmarks in the Downtown area. Although the preliminary architectural illustrations of the project depicted in the Draft EIR are not exact, the general aesthetic effect can be realized (*See Draft EIR, Figures 6, 7, 20 and 21 on pages 34, 37, 64, and 65*). As depicted in the illustrations, the Lookout Tower includes an open trellised patio cover element at the top of the structure. The trellised patio cover is considered a structural component of the Lookout Tower which will not exceed the proposed 60 foot height. Approval of a height variance will still be required for the Lookout Tower. Additional mitigation measures have been incorporated into the Final EIR to clarify and limit the design and placement of this project feature as discussed below.

Response to Comment Letter 25

Richard Lewis
2623 Laurel Avenue
Manhattan Beach, CA 90266

Response to Comment 25.1: The City of Manhattan Beach does not have any established criteria for determining residential traffic impacts. The methodology employed for the Second Street/Aviation Boulevard Mixed Use Development project were based on City of Los Angeles criteria for purposes further explained in that separate project analysis. That methodology was not used in this analysis. The Civic Center/Metlox Draft EIR does not make reference to or in any way use the City of Los Angeles significance criteria for residential neighborhood traffic impacts. The project's traffic impacts are instead evaluated based on the incremental change in traffic conditions at key intersections in the study area that would be affected by the project. The discussion of neighborhood traffic impacts in the DEIR is qualitative and does not use a specific measurable criterion for assessing the impact. This discussion is presented on page 157 of the Draft EIR.

Response to Comment 25.2: The significance criteria cited in the DEIR for traffic impacts at an intersection are commonly used by numerous jurisdictions throughout Southern California. The philosophy associated with applying the significance criteria only to a level of service E or F and not to a less congested level of service is that it would not necessarily be appropriate to require a roadway improvement as a mitigation measure if the roadway/intersection were operating at an acceptable level, regardless of the traffic increase. For example, if an intersection were currently operating at 50 percent of its capacity and the project traffic caused the intersection to operate at 60 percent, 40 percent of the existing capacity would still be available. In this case, the 10 percent increase would not be considered significant and mitigation would not be required. However, if the intersection were currently operating at 90 percent of its theoretical capacity or greater, the location is already experiencing congestion and a 2 percent increase would be considered as a significant impact. Mitigation would, therefore, be recommended. This philosophy is based on the premise that it would not be appropriate or cost effective to expand the infrastructure until it is demonstrated that the existing infrastructure would be inadequate. It should be noted that the capacity and level of service values and the methodology used in the analysis are based on industry-accepted guidelines for traffic studies. This approach addresses the ability of the street network to accommodate the anticipated traffic volumes using technical standards and varying levels of congestion. No adjustments are made to address the tolerance of individual residents or particular neighborhoods for dealing emotionally with traffic issues, as such an approach would be difficult to quantify or evaluate. Manhattan Beach does not have its own unique policy or set of guidelines for evaluating traffic impacts.

With regard to the suggestion that Manhattan Beach should not be evaluated using typical standards for a metropolitan area, it should be noted that Manhattan Beach is a part of the Los Angeles metropolitan area and has traffic patterns and issues that are typical for urban/suburban communities. It would not be appropriate to use rural standards for the traffic analysis. It should also be noted that the level of service analysis for the intersections with stop signs reflects the use of a different intersection capacity value as compared to the signalized intersections.

While Sepulveda Boulevard does not provide direct access to the Metlox site, it does serve as a key arterial route through the study area, as the study area for the DEIR extends from the beach to Sepulveda Boulevard. In fact, two intersections along Sepulveda were evaluated in detail and one intersection (Sepulveda at Manhattan Beach Boulevard) was determined to be significantly impacted by the project. Sepulveda Boulevard at these key intersections is, therefore, a critical component of the traffic analysis and should be addressed in the DEIR.

Response to Comment 25.3: It is beyond the scope of the proposed project to assess the cumulative impacts of regionally significant future project such as the LAX Master Plan. The LAX Master Plan is a regionally significant project that has the potential to impact traffic conditions on a regional scale. In comparison, the proposed project is a small project with limited and localized impacts. As assessed in the Draft EIR, (see Draft EIR, page 158), it is estimated that the project would add at most five peak-hour trips to the Sepulveda Boulevard and Rosecrans Avenue intersection. Compared to a regionally significant project such as the LAX Master Plan, the traffic impacts of the proposed project would be considered “de minimus.”

Response to Comment 25.4: The project vicinity already experiences a high degree of pedestrian/vehicle interface. The project is has been designed and planned as a pedestrian oriented commercial development that will integrate the commercial uses of the Metlox site with the Civic Center through wide walkways and gathering plazas. The project also proposes increased building setbacks resulting in wider sidewalk areas along Manhattan Beach Boulevard. In addition, while it is expected that the project will increase pedestrian activity on site and within the Downtown Commercial District, some of the existing pedestrian flow at Manhattan Beach and Morningside Drive, will be diverted to 13th Street, which is proposed to provide through access from Morningside Drive and Valley Drive. The additional traffic volumes would not significantly impact the existing conditions.

Response to Comment 25.5: The DEIR traffic analysis addresses the segment of Marine Avenue between Pacific Avenue and Sepulveda Boulevard, including an detailed evaluation of the Marine/Pacific/Ardmore and Marine/Sepulveda intersections, and concludes that the proposed development would not have a significant traffic impact at these locations based on the applicable significance criteria. The DEIR traffic analysis is based on traffic volume data that were collected in 1999 and 2000, which is more recent and more appropriate to use than the data cited in the Marine Avenue study, which was prepared in Spring of 1999. The focus of the Marine Avenue Neighborhood Study was to maintain the “feel” of the residential street, improve safety and enhance the aesthetic appearance of the street. While the Metlox development would result in a slight increase in traffic

volumes on Marine Avenue, the impacts would not be significant and mitigation would not be required. The proposed Metlox project would not result in any changes or inconsistencies relative to the conclusions and recommended actions from the Marine Avenue study.

The DEIR does not just address a few boundary roads and thoroughfares, but instead addresses 16 key intersections within the study area that were selected through an extensive program of public outreach, which included responses to the Notice of Preparation and a series of publicly noticed town meetings. Impacts at these intersections were quantified and mitigation measures were developed, where feasible, for the locations where the impacts were deemed to be significant. As the traffic analysis concluded that the local neighborhood residential streets would not be significantly impacted by the project, no associated mitigation measures for such areas would be required.

With regard to the issue of which intersections are operating within capacity, Table 15 and the text on page 125 of the DEIR indicate that three intersections are currently operating over capacity at LOS F during the winter weekday peak hours (Sepulveda at Marine, Sepulveda at Manhattan Beach Boulevard, and Ardmore at 2nd Street). Furthermore, the table indicates that two additional intersections (Marine at Highland and Highland at 15th Street) are operating near capacity at LOS E. In addition, several other intersections are shown to be operating at LOS E and F during the summer scenarios. So the DEIR does not attempt to downplay the fact that there are congested traffic conditions in the study area. The intersection levels of service cited in the DEIR are not ambiguous or vague, but are instead based on specific quantifiable volume/capacity ratios that were calculated for each intersection and each analysis scenario. The capacity values used for the unsignalized intersections were lower than those used for the signalized intersections to account for the differences in operational characteristics of the two types of intersections.

Response to Comment 25.6: The approach for the DEIR traffic analysis is to determine the impacts of the proposed project on a typical day of operation and the analysis focuses on the peak times of traffic activity. Since the proposed cultural arts center would typically be used at times other than the standard commuter peak period and since it would not be used on a daily basis, it would not be appropriate to add the traffic generated by the arts center into the standard traffic impact evaluation. The center would, of course, generate traffic on the occasions when functions were to be scheduled, but this is not a daily occurrence and is not a necessary component of the traffic analysis.

Response to Comment 25.7: The Draft EIR was prepared in coordination and consultation with the Manhattan Beach Police Department and the Manhattan Beach Fire Department. The assessment that the proposed project will prove beneficial to public services is a result of the Civic Center Public Safety Facility that is proposed to be built as part of this project. Both the MBPD and MBFD provided their review of the Draft EIR to assess their impacts. Please refer to Comment Letters No. 8 and 9.

Response to Comment Letter 26

James Lissner
2715 El Oeste Drive
Hermosa Beach, CA 90254

Response to Comment 26.1: To determine the extent of the geographical area and to identify the specific intersections to be addressed in a traffic impact analysis, the analyst begins at the critical intersections in the immediate vicinity of the project site then incrementally broadens the perimeter of the study area until a point is reached at which it becomes clear that the project would not have a significant impact. This approach is used because there is an inverse relationship between the distance an intersection is located from the project site and the relative impact of the project. For the Metlox study, it was determined that the intersections to the south of the project beyond 1st and 2nd Streets would not be affected to a level that would justify a detailed traffic analysis based on the project-generated traffic volumes and the anticipated geographical distribution of project-generated traffic. This approach is supported by the fact that the intersections of Highland at 1st and Ardmore at 2nd were shown not to be significantly impacted by the project. If these intersections would not be significantly impacted, then it was determined that locations farther away from the project site that would experience less project traffic would likewise not be significantly impacted.

Response to Comment Letter 27

Richard Magnuson
510 17th Street
Manhattan Beach, CA 90266
rmarchitect@email.mns.com

Response to Comment 27.1: The proposed project would provide a sufficient number of spaces to satisfy the parking demands of the employees and customers of the on-site uses. There would also be some excess spaces that would be available to the general public to partially accommodate the overflow parking demands of nearby uses.

It is acknowledged, however, that if the on-site parking spaces are pay spaces, that some employees and customers would elect to seek free parking on the nearby unrestricted residential streets. For this reason, the Draft EIR recommended a mitigation measure for the City to consider establishing an employee parking program to alleviate parking impacts on the Downtown Commercial District. Please refer to page 160 of the Draft EIR (third bullet point). To ensure implementation of this mitigation measure, it will be rewritten in the Final EIR and Mitigation Monitoring and Reporting program as follows:

“Employee parking programs shall be required for the Metlox commercial establishments to alleviate the parking demands within the Downtown Commercial District. Potential mitigation options may include satellite parking programs and/or providing tandem parking stalls designated for employees only.”

Response to Comment 27.2: Truck traffic associated with construction of the project would be subject to the existing truck route laws, which state that trucks must remain on designated truck routes while traveling to and from a particular location and can only use roadways that are not on the designated truck route system if the roads are on the most direct or shortest route between the site and the nearest truck route. This restriction requires that trucks use Manhattan Beach Boulevard while traveling between the site and Sepulveda Boulevard.

As part of the entitlement process, the project Applicant and the City of Manhattan Beach will be required to submit construction plans that address parking plans for construction workers and haul route plans to the Department of Public Works. As previously indicated in Response to Comment 10.11 the following mitigation measure will be incorporated into the Additions and Corrections Section of the Final EIR (*see Section II., Additions and Corrections, page II-11*).

“The proposed construction plan shall designate appropriate haul routes into and out of the project area. Truck staging areas shall not be permitted on residential roadways or adjacent to any school site.”

All construction activities will be required to comply with all applicable rules and regulations of the City of Manhattan Beach Municipal Code, including time of day and weekend restrictions per code requirements.

Response to Comment 27.3: Comment noted.

Response to Comment Letter 28

Paul R. Milkus

pmtm@earthlink.com

Response to Comment 28.1: This comment is noted for the record and will be forwarded to the decision makers for their consideration. While the commentor believes the Draft EIR underestimates project impacts on parking and traffic, the authors of this report disagree. The Draft EIR and Traffic Analysis present a thorough and comprehensive analysis with regard to these issues. The methodology used for the analysis and evaluation of traffic operations at each study intersection is based on procedures outlined in the Transportation Research Board Circular 212, Interim Materials on Highway Capacity.³ The traffic-generating characteristics of land uses similar to the proposed project have been surveyed and documented in many studies by the Institute of Transportation Engineers (ITE). The most current information on office, retail, restaurant, bed & breakfast, and day spa trip generation is contained in the 6th Edition of ITE's Trip Generation handbook. The hourly parking accumulation assumptions for the proposed project's component uses were taken directly from the "Shared Parking" publication by the Urban Land Institute (ULI),⁴ which documents shared parking research conducted across the country. The parking analysis assumptions and initial seasonal parking calculations are included in Appendix C to this Draft EIR.

Response to Comment 28.2: The Draft EIR and Traffic Study did not assume traffic impacts would be confined to the study intersections. Crain & Associates, in conjunction with the City of Manhattan Beach traffic engineering consultant, CAJA staff, and input provided by individuals during the public scoping process, identified a total of 16 study intersections in the vicinity of the project site to be analyzed with regard to the potential traffic impacts of the proposed project. These 16 study intersections represent a sampling of the most direct routes into and out of the project area. As such they are expected to be most directly impacted by project-related traffic and represent the traffic impacts of the proposed project. With regard to the project traffic volumes distribution percentages are provided in Figure 27 on page 132 of the Draft EIR. The intersection of Manhattan Beach Boulevard & Morningside Drive was identified as one of the study intersections and was analyzed in the Draft EIR.

³ *Interim Materials on Highway Capacity, Circular Number 212, Transportation Research Board, Washington, D.C., 1980.*

⁴ *Shared Parking, Urban Land Institute, Washington D.C., 1983.*

Response to Comment 28.3: Comment noted. Neighborhood traffic impacts were discussed in the Draft EIR on page 157. As stated in the Draft EIR, the assessment of neighborhood “cut through” traffic was not based on the assumption that residents were “not capable” of finding a shortcut to the project site by finding alternate routes through the residential neighborhood. Rather, the analysis was predicated on the fact that “cut through traffic would not benefit from cutting through the residential neighborhood east of Ardmore Avenue.” As a result of the existing roadway configurations (12th Street, 13th Street, and 14th Street do not provide access to the project site) a direct route to the project site is not available to vehicles who cut through the residential neighborhood. Vehicles traveling westbound on 12th Street, 13th Street, or 14th Street are required to turn right (northbound) on Ardmore Avenue which is a one way northbound street to 15th Street. Then, to access the site vehicles would be required to turn west on 15th Street or make a u-turn on Valley Drive. As a result, for drivers who are familiar with the street system, this would not be an attractive route to the project site because of the additional turns and redirections that are required to access the site.

Response to Comment Letter 29

Mary Morigaki

Mary.baldwintravel@wspan.com

Response to Comment 29.1: This comment is noted for the record and will be forwarded to the decision makers for their consideration.

Response to Comment Letter 30

Phillip Reardon
1412 Laurel Avenue
Manhattan Beach CA 90266

Response to Comment 30.1: Comment noted.

Response to Comment 30.2: The reference to 57,00 square feet is in regard to the total square footage of the Public Safety Facility. There is no reference to building footprint anywhere on the page.

Response to Comment 30.3: The purpose of the discussion on page 15 of the Draft EIR is to present a summary statement of the areas of controversy. The significance criteria for defining a significant traffic impact is defined in Section V.F., of the Draft EIR. See page 145.

Response to Comment 30.4: Highland Avenue is not intended to be widened at 13th Street. To mitigate the impacts at this intersection, the DEIR suggests several options, including installation of a traffic signal, restricting left turns from southbound Highland to eastbound 13th Street, or converting 13th Street to a one-way street in the eastbound direction. On southbound Highland Avenue at 13th Street there is only one lane, which is a combination through/left-turn lane. There are no right turns because 13th Street west of Highland is a walk street. On southbound Highland Avenue at Manhattan Beach Boulevard there is a left-turn lane and a combination through/right-turn lane. No additional lanes are proposed in the DEIR at either of these intersections.

Response to Comment Letter 31

Bruce & Loretta Summers
333 11th Street
Manhattan Beach CA 90266

Response to Comment 31.1: This comment is noted for the record and will be forwarded to the decision makers for their consideration.

Response to Comment 31.2: The recommended traffic mitigation measures are aimed at reducing traffic impacts. The Draft EIR acknowledges that secondary impacts of implementing these measures and notes that such measures may be implemented at the discretion of the decision makers after considering the secondary impacts (i.e., loss of street parking, sidewalk space, hardscape amenities etc.). This comment is noted for the record and will be forwarded to the decision makers for their consideration.

Response to Comment Letter 32

Dottie and Ed Taylor
205 15th Street
Manhattan Beach, CA 90266
Beetle98mb@yahoo.com

Response to Comment 32.1: Comment noted.

Response to Comment 32.2: This comment is noted for the record and will be forwarded to the decision makers for their consideration.

Response to Comment Letter 33

William Victor
P.O. Box 24A72
Los Angeles, CA 90024

Response to Comment 33.1: This is the only letter received from William Victor. This letter and all of the other comment letters herein are a part of the administrative record and will be forwarded to the decision makers for their consideration.

Response to Comment 33.2: This comment is not directed towards the EIR or adequacy of environmental review. No response is required.

Response to Comment 33.3: This comment is not directed towards the EIR or adequacy of environmental review. This letter and all of the other comment letters herein are a part of the administrative record and will be forwarded to the decision makers for their consideration.

Response to Comment 33.4: This comment is not directed towards the EIR or adequacy of environmental review for this project. No response is required.

Response to Comment 33.5: CEQA does not require the Draft EIR to be copied and distributed to any individual who requests it. Rather, CEQA Guidelines require the EIR be made available for public review. The Draft EIR and Appendices, including all of the CMA calculation worksheets of the Traffic Impact Analysis were made available for public review at the City of Manhattan Beach Community Development Department, and the Public Library. The Draft EIR was also posted on the City of Manhattan Beach's official website. The Draft EIR was noticed, distributed, and made available in accordance with the State Clearinghouse review requirements for draft environmental documents, pursuant to the California Environmental Quality Act. Please refer to the Governor's Office of Planning and Research State Clearinghouse letter, identified as Comment Letter 1, herein.

Response to Comment 33.6: Acknowledging numerous requests by interested individuals, the City retained Economics Research Associates (ERA) to conduct an economic analysis to determine the projects draw from surrounding businesses. As provided in the CEQA Guidelines (Section 15131) economic or social information may be included in an EIR or may be presented in whatever form the agency desires. Additionally, CEQA provides that economic or social effects of a project shall not be treated as significant effects on the environment.

Based on the characteristics of the proposed project and preliminary consultation with the economic analysts, the environmental consultants and City Planning Staff concluded the economic impacts of the proposed project would not be significant enough to induce substantial physical environmental changes to

the Downtown area. Notwithstanding this determination, the City decided to pursue a project specific economic report, separately and outside of the scope of the EIR to satisfy the public interest and provide additional information to the decision makers. This analysis is available for review at the City of Manhattan Beach's Community Development counter and is available to the public. While the Economic analysis is not a part of the Draft EIR, is a part of the administrative record and will be forwarded to the decision makers for their consideration.

The 45-day review period was provided in accordance with CEQA statute and Guidelines.

Response to Comment 33.7: Consistency with the Coastal Act requirements and the Local Coastal Program (LCP) is discussed in Section V.C., Land Use, beginning on page 89 of the Draft EIR. Additional analysis was provided in response to the California Coastal Commissions Comments provided in Comment Letter 2. This analysis did not reveal any significant impacts with regard to the project's consistency with the LCP or any of other CCC policy. With regard to the project's consistency with the LCP Policies 1.A.2., and 1.A.1 (access to coastal resources) no public roads or accessways will be blocked by the proposed project. Rather, the project proposes to dedicate a 13th Street extension through the property to provide through access between Morningside Drive and Valley Drive. This improvement is expected to improve traffic circulation on the surrounding roadways. In addition, several access driveways for the proposed parking structures are proposed to facilitate ingress and egress to the site and to provide efficient traffic flow through the area. As such the project is consistent with these policies. (See Table IV-1 on page IV-8).

Response to Comment 33.8: It would be infeasible to analyze every intersection in the City of Manhattan Beach within the scope of the Traffic Impact Analysis for the proposed project. Therefore representative intersections are selected to best represent traffic impact on the entire roadway system. The project's traffic analysis analyzed 16 study intersections, one of which was intersection of Manhattan Beach Boulevard and Manhattan Drive. The intersection of Manhattan Beach Boulevard and Ocean drive was not included as a study intersection because it does not directly access the project site and would not be a highly traveled route to the project site. Since Ocean Drive runs parallel and closest to the Beach, traffic volumes from the west are limited to residents of that immediate area and from vehicles traveling from the south. The project's impact to the Ocean Avenue/Manhattan Beach Boulevard intersection would be less than that anticipated for the Manhattan Beach Boulevard/Manhattan Avenue intersection because: (1) it is located farther away from the project site and (2) not all vehicles traveling on Ocean Drive are project-related trips.

Response to Comment 33.9: Actual summer traffic counts were taken during peak hours between July 13 and July 16, 2000. As discussed in the Draft EIR, the summer and winter weekday counts were conducted during the AM and PM peak-hour periods. Weekday counts were gathered manually from 7:00 AM to 9:00 AM and 4:00 PM to 6:00 PM. Summer Saturday and Sunday counts were collected between 1 :00 PM and 5:00 PM on a typical summer weekend. Count personnel counted the number of

vehicles at each of the 16 study intersections making each possible turning movement. The peak hour volume for each intersection was then determined by finding the four highest consecutive 15-minute volumes for all movements combined. This method provides a "worst case" scenario, as it calculates the peak hour for each intersection independent of all other intersections.

Response to Comment 33.10: The project is has been designed and planned as a pedestrian oriented commercial development that will integrate the commercial uses of the Metlox site with the Civic Center through wide walkways and gathering plazas. The project also proposes increased building setbacks resulting in wider sidewalk areas along Manhattan Beach Boulevard. In addition, while it is expected that the project will increase pedestrian activity on site and within the Downtown Commercial District, some of the existing the pedestrian flow at Manhattan Beach and Morningside Drive, will be diverted to 13th Street, which is proposed to provide through access from Morningside Drive and Valley Drive. The additional traffic volumes would not significantly impact the existing conditions.

Response to Comment 33.11: The Traffic Study prepared for the project did not rely on any previous studies to establish the baseline (existing) traffic conditions. Winter Traffic counts were conducted in December 1999. Summer traffic counts were taken during peak hours between July 13 and July 16, 2000.

Response to Comment 33.12: As provided in the CEQA Guidelines (Section 15131) economic or social information may be included in an EIR or may be presented in whatever form the agency desires. Additionally, CEQA provides that economic or social effects of a project shall not be treated as significant effects on the environment. The Economic Impact Report prepared for the proposed project is available for review at the City of Manhattan Beach's Community Development counter, Public Library, and is available to the public. While the Economic analysis is not a part of the Draft EIR, is a part of the administrative record and will be forwarded to the decision makers for their consideration.

Response to Comment 33.13: The proposed parking lots and subterranean parking garages will be constructed in accordance with all applicable laws and regulations, including the American's With Disabilities Act (ADA). The commentor is incorrect in summarizing the findings of the Parking Analysis. The proposed project provide enough parking for all of its employees and visitors on-site. Off site remote parking lot employee parking program was provided as a mitigation measure to further increase parking availability for a shared parking program with the remainder of the Commercial Downtown District. However, this program is not required to mitigate a significant impact.

Response to Comment 33.14: The proposed project is not designed or planned to serve as a regional draw venue. With the exception of the 40-room Bed and Breakfast Inn, all of the proposed uses are community serving uses aimed at attracting a local, not regional crowd. The issues referenced by the commentor (i.e., traffic, public safety, soil contamination, construction impacts) are addressed within the scope of the Draft EIR.

Response to Comment 33.15: Economic impacts and business competition are outside the scope of this EIR. However it should be notes that two of the project objectives include the following: (1) To keep new commercial development at a low-scale and architecturally compatible with the Downtown area; and (2) To provide a mix of unique local serving commercial tenants who will compliment and not compete with, the existing Downtown uses. Accordingly, it is not the intent of the project to economically overshadow the Downtown Business District. Rather it was anticipated from the onset that the proposed project would result in a beneficial economic impact on surrounding businesses because the project would provide an attractive low scale commercial project on an vacant property in a prominent location – at a major gateway to the Downtown District. Acknowledging numerous requests by interested individuals, the City retained Economics Research Associates (ERA) to conduct an economic analysis to determine the projects draw from surrounding businesses. This analysis is available for review at the City of Manhattan Beach’s Community Development counter, Public Library, and is available to the public. While the Economic analysis is not a apart of the Draft EIR, is a part of the administrative record and will be forwarded to the decision makers for their consideration.

Response to Comment 33.16: The Draft EIR was noticed, distributed, and made available in a timely manner and in accordance with the State Clearinghouse review requirements for draft environmental documents, pursuant to the California Environmental Quality Act. Please refer to the Governor’s Office of Planning and Research State Clearinghouse letter, identified as Comment Letter 1, herein.

Response to Comment 33.17: The proposed project’s potential environmental impacts on water quality are addressed in Section V.G., Hydrology/Water Quality, beginning on page 161 of the Draft EIR. Potential project impacts upon sewer services and infrastructure were addressed in Section VI, General Impact Categories, Impacts Determined to be Less Than Significant. Visual Impacts were addressed in Section V.A. Aesthetics (Views). Consistency with the LCP was addressed in Section V.C., Land Use.

With regard to cumulative noise impact associated with the LAX Master Plan, the 65 CNEL dBA noise contour related to LAX operations terminates approximately 2.5 miles north of the area that may be affected by the proposed project. In addition, the preferred alternative of the LAX Master Plan does not entail adding, nor extending, any southern runways.

Response to Comment 33.18: The Draft EIR was noticed, distributed, and made available in a timely manner and in accordance with the State Clearinghouse review requirements for draft environmental documents, pursuant to the California Environmental Quality Act. Please refer to the Governor’s Office of Planning and Research State Clearinghouse letter, identified as Comment Letter 1, herein. In addition, it should be noted for the record that the Draft EIR was posted on the City of Manhattan Beach’s official website within three days from the beginning of the public review period.

Response to Comment 33.19: Mr. William Victor is on the project mailing list and will continue to be advised of future project-related public meetings. This letter and all of the other comment letters herein

are a part of the administrative record and will be forwarded to the decision makers for their consideration.

Response to Comment Letter 34

Marijo Walsh
1315 17th Street
Manhattan Beach, CA

Response to Comment 34.1: The proposed project would provide a sufficient number of spaces to satisfy the parking demands of the employees and customers of the on-site uses. There would also be some excess spaces that would be available to the general public to partially accommodate the overflow parking demands of nearby uses. This surplus of parking supply is anticipated to minimize the occurrence of parking intrusion in the surrounding residential neighborhoods. It is acknowledged, however, that if the on-site parking spaces are pay spaces, that some employees and customers would elect to seek free parking on the nearby unrestricted residential streets. For this reason, the Draft EIR recommended that the City consider establishing an employee parking program to alleviate parking impacts on the Downtown Commercial District as a mitigation measure. Please refer to page 160 of the Draft EIR (third bullet point). To ensure implementation of this mitigation measure, it will be rewritten in the Final EIR and Mitigation Monitoring and Reporting program as follows:

“Employee parking programs shall be required for the Metlox commercial establishments to alleviate the parking demands within the Downtown Commercial District. Potential mitigation options may include satellite parking programs and/or providing tandem parking stalls designated for employees only.”

Response to Comment 34.2: Traffic impacts at Sepulveda Boulevard and Rosecrans Avenue, and the Pacific Coast Highway and Artesia Boulevard/Gould Avenue intersections, which are more than one and ½ miles from the project site, were addressed in the Draft EIR with regard to whether a CMP analysis was required. The Traffic Study estimated that the project would add at most five peak-hour trips to either intersection. This is well below the 50-trip threshold which requires a CMP analysis to be prepared. Additionally, 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. Therefore, no further CMP analysis was performed and impacts at these intersections would be less than significant.

Response to Comment 34.3: The project trip distribution patterns presented in the Draft EIR (*See Figure 27 on page 132*) are not inconsistent with the qualitative analysis that addressed neighborhood traffic impacts or “cut through traffic”. The analysis does not state or imply that neighborhood streets will not be used in route to the proposed project site. Rather the analysis finds that for vehicles traveling to the site from distant locales on the major arterials, neighborhood “cut through” routes do not provide a more direct route to the proposed project site. As such, neighborhood “cut through routes” are not

attractive alternative routes in which to access the site. With regard to residents of the area traveling on the residential roadways, it is assumed that they already travel such routes on a day to day basis and would occur regardless of whether the project is approved.

The intersection of 15th Street and Valley Drive/Ardmore Avenue was analyzed with turning movements from all directions. A northbound trip on Ardmore Avenue making a left hand turn on 15th Street was included in the traffic impact modeling. Still, this intersection is not expected to be significantly impacted by the proposed project during any of the time periods that were analyzed.

Response to Comment 34.4: The intersection of 15th Street and Valley Drive/Ardmore Avenue was analyzed in the project traffic analysis. The existing and future without and with project level of service was presented in Tables 20 through 23 on pages 154 through 156 of the Draft EIR, respectively. As detailed in the project traffic analysis, this intersection is not expected to be significantly impacted by the proposed project during any of the time periods that were analyzed.

Response to Comment 34.5: It is acknowledged that the construction activities associated with the proposed project would result in temporary parking impacts because existing parking spaces would be displaced. As construction of the Metlox and Civic Center components would occur at different times, the parking impacts during construction would not be cumulative and the existing on-site parking spaces would not all be displaced simultaneously. Although details have not yet been developed, it is proposed that the construction activities would be phased such that the parking demands would be accommodated on site during construction. One method of achieving this objective would be to first construct about one-half of the proposed parking facility while maintaining the other half of the lot for parking. Then, while the second half of the parking facility is being constructed, the completed section would be made available for parking. This type of phased construction program could be used to accommodate the needs of the existing Civic Center, the merchants, and the construction workers' vehicles. While the total number of existing parking spaces would not be maintained, the program would minimize parking impacts in the surrounding areas. The loss of the existing parking spaces at the Metlox site is not considered to be a project impact because this is a temporary parking facility that is intended to be terminated within a year or two regardless of the status of the proposed project. In general, it is anticipated that the construction activities would result in adverse parking impacts, but the impacts would be minimized through the use of a phased construction program. As previously indicated in Response to Comment 10.11 the following mitigation measures will be incorporated into the Additions and Corrections Section of the Final EIR (*See Section II., Additions and Corrections, page II-10*).

“Prior to any construction activities, a Construction Plan shall be submitted for review and approval to the City of Manhattan Beach Public Works Department and Community Development Department. Construction Plans shall address parking availability and minimize the loss of parking for existing on-site Civic Center operations that will continue to operate throughout the construction period. To minimize potential adverse impacts upon the Downtown Commercial District construction workers shall not be permitted to park within in the adjacent public parking structures or street parking spaces. The parking plans shall provide adequate on-site parking

areas for construction workers and/or consider providing additional construction parking at off-site parking lot locations and providing bussing or car-pool services to the construction site. The proposed construction plan shall designate appropriate haul routes into and out of the project area. Truck staging areas shall not be permitted on residential roadways or adjacent to any school site.”

Response to Comment 34.6: The vehicle trip generation for the outdoor dining areas are included in the 6,400 square feet of restaurant space.

Response to Comment 34.7: As explained in the Draft EIR, during summer months, retail uses generally experience a drop in patronage as compared to their peak November/December holiday usage.

Response to Comment 34.8: It is beyond the scope of this project to assess the supply and demand of parking availability at off-site locations in the Downtown Area. However, the project parking analysis acknowledges a shared parking program is implemented between the Civic Center and Metlox sites and the Downtown Commercial District. The project will provide adequate on-site parking to meet the demands of the proposed uses. Thus, the project will not contribute to any existing parking problems in the surrounding area. Rather, the proposed project will help to alleviate the parking problems by providing surplus parking and implementing a shared parking program with the Downtown Commercial District.

Response to Comment 34.9: The proposed mitigation measure at the intersection of Highland Avenue and 15th Street would eliminate parking on the west side of Highland Avenue north of 15th Street to create a southbound right-turn lane. It is not anticipated that the street would have to be widened except for the removal/redesign of the choker at the northwest corner of the intersection. Although design details have not yet been prepared, it is anticipated that approximately four or five parking spaces would be eliminated.

Response to Comment 34.10: With regard to shadow impacts, the shadows cast by the proposed structures are not expected to create significant shadow impact on adjacent residential uses. The nearest residential receptors are located to the east across Valley Drive, Ardmore Avenue and the elevated parking median, and to the north across 15th Street. Based on a building height of 30 feet, the maximum shadow length cast to the east would be 90 feet at 3:00 p.m. during the winter solstice (December 22). Since the distance between the residential homes and the project site is more than 100 feet, shadows from project structures would not be cast upon these residences. The maximum shadow length cast to the north would be 48 feet during the winter solstice at noon (December 22). Since the distance between the residential homes and the project site is approximately 50 feet (from curb to curb), shadows from project structures would not be cast on these structures. Therefore, shadow impact would be less than significant.

With regard to potential shade and shadow impacts, the following discussion has been incorporated into the Additions and Corrections Section of the Final EIR:

“The proposed project will not impact any sensitive shadow receptors. Shadow impacts are normally considered significant if shadow sensitive uses are shaded by project structures for more than three hours between the hours of 9:00 a.m. and 3:00 p.m. The nearest sensitive shade and shadow receptors to the proposed project site are residential structures along the east side of Ardmore Avenue and the north side of 15th Street. The residential structures along Ardmore are separated from the project site by Valley Drive, a raised median that is improved with a parking lot and landscaped parkway, and Ardmore Avenue. The total distance separating the project site from the residences on Ardmore Avenue (from property line to property line) is over 115 linear feet. These residential structures are topographically situated approximately 10 feet higher than the project site. The residential structures located on the north side of 15th Street are located over 100 feet away from the existing Fire and Police Station buildings.

With the exception of the Lookout Tower, all of the proposed structures would be a maximum of 30 feet high. The longest shadow that could be cast from a 30 foot high structure would be approximately 91 feet in a eastward direction.⁵ Given the distance between the project structures and any shadow sensitive uses and the distance of the project-related (not including the Lookout Tower) shadows, a shadow would not be cast on any shadow sensitive uses. Therefore, shadow impacts from any of the project’s 30 foot high structures would be less than significant.

The revised height of the proposed Lookout Tower is a maximum of 60 feet in height. Because the site plan is conceptual at this time and may include slight variations prior to final approval, the exact location of the Lookout Tower structure can not be determined and evaluated at this time. However, a shadow envelop can be assessed to ensure shadows are not cast on adjacent shadow sensitive uses between 9:00 a.m. and 3:00 p.m. on any day. Using the shadow characteristics discussed above, the maximum shadow lengths from a 60 foot structure would be approximately 182 feet during the Winter Solstice. To ensure shadows are not cast upon any shadow sensitive uses, the following mitigation measures will be incorporated into the Additions and Corrections Section of the Final EIR.

- The Lookout Tower shall not exceed a maximum of 60 feet in height as measured from the base of the structure to the top of any roof or trellis-type covering. A flag pole or similar architectural feature (i.e., weather vane) shall not extend any more than ten feet above the highest roof line of the proposed structure.*
- To ensure shadows are not cast upon any shadow sensitive use during the hours of 9:00 a.m. and 3:00 p.m., the location of the Lookout Tower shall be located at least 182 feet away from any residential property line. “*

⁵ *Based on the Winter Solstice (December 22) shadow multiplier of 3.03 times the height of the structure (Shadow bearing: 45 degrees East). City of Los Angeles Draft CEQA Thresholds Guide, Section L3 Shading, Exhibit L.3-1. 1995*

Response to Comment 34.11: The existing structures in the Downtown Commercial District along Morningside Drive and the project site are between 26 and 32 feet in height. Additionally, numerous other existing commercial and residential buildings in the downtown within several blocks of the project site are 2 to 4 stories, and 30 feet or more in height, including 316 13th Street, 321 12th Street, 505 Manhattan Beach Boulevard, 400 Manhattan Beach Boulevard, 228 Manhattan Beach Boulevard, 333 11th Street and 1035 Morningside Drive, 325 11th Street, and 1000 Highland Avenue. Excluding the Lookout Tower, the proposed height for the Metlox Development will not exceed 30 feet. Because the size and scale of the proposed development will be consistent with the existing structures within the 12th Street view corridor, the project was considered to be consistent with the adjacent built environment. In addition, as stated in the developers proposal to the City, the buildings on the Metlox block will be designed to respect and enhance the eclectic mix of architecture in downtown. Each building will be designed with its own look and feel so that the Metlox Block's buildings mirror the natural evolution of Downtown and reference Downtown's building history and heritage.

Response to Comment 34.12: As mentioned on page 180 under "Nuisance Noise Impacts", and illustrated in the Figure 5 "Conceptual Site Plan" on page 33 of the Draft EIR, the Town Square portion of the proposed project would be substantially enclosed by surrounding buildings. These buildings will effectively serve as a sound barrier, and can be expected to reduce sound levels by at least 10 dBA (Leq) at receptor areas located outside the venue.

In an effort to ensure that potential long-term operational noise impacts related to outdoor activities (mentioned above) that may occur at the Town Square venue are sufficiently addressed, the following additional mitigation measures have been prescribed:

- *"An annual City permit in accordance with Chapter 4.20 of the MBMC shall be required prior to the installation/setup of any temporary, or permanent, PA or sound system.*
- *The maximum allowable sound level shall be in conformance with Chapter 5.48 of the MBMC.*
- *Based on a review of construction documents prepared for the proposed project, a licensed acoustical engineer shall determine the type of construction materials for the Bed and Breakfast Inn (i.e., window, door, wall insulation material, weather-stripping, etc.) to ensure an interior noise level of no greater than 45 dBA (Leq) when sirens are in use. A Certificate of Occupancy shall not be issued for the proposed Inn until the 45 dBA (Leq) interior noise level performance standard, when sirens are in use, is met."*

Response to Comment 34.13: With regard to the Lookout Tower feature proposed for the Metlox property, the project applicant has provided additional information to clarify this project feature. The revised description of the proposed Lookout Tower has been more clearly defined and limiting to include a structure that will be no larger than 20 by 20 feet at its base extending to a maximum height of 60 feet. A flag pole or similar architectural feature (i.e., weather vane) may extend above the 60 foot height, but shall not extend more than ten feet above the highest roof line of the tower structure. The intent of the

Lookout Tower is aimed at providing a signature architectural feature for the project in the form of a tower structure that will provide public views of the pier, beach, ocean and other local landmarks in the Downtown area. Although the preliminary architectural illustrations of the project depicted in the Draft EIR are not exact, the general aesthetic effect can be realized (*See Draft EIR, Figures 6, 7, 20 and 21 on pages 34, 37, 64, and 65*). As depicted in the illustrations, the Lookout Tower includes an open trellised patio cover element at the top of the structure. The trellised patio cover is considered a structural component of the Lookout Tower which will not exceed the proposed 60 foot height. Approval of a height variance or other discretionary application will still be required for the Lookout Tower. Additional mitigation measures have been incorporated into the Final EIR to clarify and limit the design and placement of this project feature.

The proposed Lookout Tower is not proposed or envisioned as an architectural element that will “compete” with the Manhattan Beach pier. While the feature will provide a unique architectural element to identify the Metlox site as the gateway into the Downtown District it will also provide public views of the pier, beach, ocean and other local landmarks in the Downtown area.

Response to Comment 34.14: The plans for the bed and breakfast use provided by the developer included a +/- 40 Room Bed and Breakfast style in with approximately 30,780 square feet. The scale of the bed and breakfast building does not appear inconsistent or disproportionate with the number of rooms proposed, given an average developed floor area of 780 square feet per room. This are would also be inclusive of lobby, hallways, and kitchen areas. Breakfast is the only meal that will be provided within this use. A full service restaurant is not envisioned or proposed as part of the bed and breakfast use. These comments are noted for the record and will be forwarded to the decision makers for their consideration.

V. MITIGATION MONITORING AND REPORTING PROGRAM

INTRODUCTION

This section reflects the mitigation monitoring and reporting program (MMRP) requirements of Public Resources Code section 21081.6. CEQA Guidelines Section 15097 states:

“... In order to ensure that the mitigation measures and project revisions identified in the EIR or negative declaration are implemented, the public agency shall adopt a program for monitoring or reporting on the revisions which it has required in the project and the measures it has imposed to mitigate or avoid significant environmental effects. A public agency may delegate reporting or monitoring responsibilities to another public agency or to a private entity which accepts the delegation; however, until mitigation measures have been completed the lead agency remains responsible for ensuring that implementation of the mitigation measures occurs in accordance with the program.”

ENFORCEMENT

In accordance with CEQA, the primary responsibility for making determinations with respect to potential environmental effects rests with the lead agency rather than the Monitor or preparer of the EIR. As such, the City of Manhattan Beach, Community Development Department is identified as the enforcement agency for this Mitigation Monitoring and Reporting Program.

PROGRAM MODIFICATION

After review and approval by the lead agency, minor changes to the MMRP are permitted but can only be made by the Applicant with the approval of the Director of the Community Development Department. No deviations from this program will be permitted unless the MMRP continues to satisfy the requirements of Section 21081.6 of the California Environmental Quality Act (CEQA), as determined by the Lead Agency.

MITIGATION MONITORING AND REPORTING PROGRAM

The organization of the MMRP follows the subsection formatting style as presented within Section V, Environmental Impact Analysis, of the Draft EIR. Subsections of all of the environmental chapters presented in the Draft EIR are provided below in subsections A through H, respectively. For issue areas where no mitigation measures were recommended, the MMRP is noted accordingly. Where mitigation measures are provided, they have been numbered sequentially, beginning at number 1 within each respective subsection. For example mitigation measures recommended in Section V.A, Aesthetics of the Draft EIR are identified herein as Mitigation Measures A-1, A-2, A-3, etc. Immediately following each mitigation measure, the Implementation Phase, Monitoring Phase, and Enforcement Agency is identified. All departmental references are assumed to be that of the City of Manhattan Beach unless otherwise noted.

A. AESTHETICS/VIEWS

The project shall be developed in conformance with the following City of Manhattan Beach Downtown Design Guidelines:

1. 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.

Implementation Phase:	Pre-Construction, Construction
Monitoring Phase:	Plan Check Approval, Certificate of Occupancy
Enforcement Agency:	Community Development Department

2. 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.

Implementation Phase:	Pre-Construction, Construction
Monitoring Phase:	Plan Check Approval, Certificate of Occupancy
Enforcement Agency:	Community Development Department

- 3. Low level ambient night lighting shall be incorporated into the site plans to minimize the effects of light and glare on adjacent properties.

Implementation Phase: Pre-Construction, Construction
Monitoring Phase: Plan Check Approval, Certificate of Occupancy
Enforcement Agency: Community Development Department, Police Department

- 4. The Lookout Tower shall not exceed a maximum of 60 feet in height as measured from the base of the structure to the top of any roof or trellis-type covering. A flag pole or similar architectural feature (i.e., weather vane) shall not extend any more than ten feet above the highest roof line of the proposed structure.

Implementation Phase: Pre-Construction, Construction
Monitoring Phase: Plan Check Approval, Certificate of Occupancy
Enforcement Agency: Community Development Department

- 5. To ensure shadows are not cast upon any shadow sensitive use during the hours of 9:00 a.m. and 3:00 p.m., the location of the Lookout Tower shall be located at least 182 feet away from any residential property line.

Implementation Phase: Plan Approval, Construction
Monitoring Phase: Plan Check Approval, Certificate of Occupancy
Enforcement Agency: Community Development Department

B. Air Quality

- 1. The construction area and vicinity (500-foot radius) shall be swept and watered at least twice daily.

Implementation Phase: Construction
Monitoring Phase: Construction
Enforcement Agency: Building and Safety Division

- 2. Site-wetting shall occur often enough to maintain a 10 percent surface soil moisture content throughout all site grading and excavation activity.

Implementation Phase: Construction
Monitoring Phase: Construction
Enforcement Agency: Building and Safety Division

3. All haul trucks shall either be covered or maintained with two feet of free board.

Implementation Phase: Construction
Monitoring Phase: Construction
Enforcement Agency: Building and Safety Division

4. All haul trucks shall have a capacity of no less than 14 cubic yards.

Implementation Phase: Construction
Monitoring Phase: Construction
Enforcement Agency: Building and Safety Division

5. All unpaved parking or staging areas shall be watered at least four times daily.

Implementation Phase: Construction
Monitoring Phase: Construction
Enforcement Agency: Building and Safety Division

6. Site access points shall be swept/washed within thirty minutes of visible dirt deposition.

Implementation Phase: Construction
Monitoring Phase: Construction
Enforcement Agency: Building and Safety Division

7. On-site stockpiles of debris, dirt, or rusty material shall be covered or watered at least twice daily.

Implementation Phase: Construction
Monitoring Phase: Construction
Enforcement Agency: Building and Safety Division

8. Operations on any unpaved surfaces shall be suspended when winds exceed 25 mph.

Implementation Phase: Construction
Monitoring Phase: Construction
Enforcement Agency: Building and Safety Division

9. Car-pooling for construction workers shall be encouraged.

Implementation Phase: Construction
Monitoring Phase: Construction
Enforcement Agency: Building and Safety Division

C. LAND USE

With procurement of the necessary land use entitlements (i.e., either a Development Agreement or a Master Land Use Permit) land use impacts associated with the proposed project would be less than significant and no mitigation measures are required or recommended.

D. PUBLIC SAFETY

Although no significant impacts upon public safety (police services) have been identified, the following mitigation measures shall be implemented to further reduce the risk to public safety.

1. 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 (i.e., Master Use Permit or Development Agreement).

Implementation Phase: Pre-Construction
Monitoring Phase: Plan Check Approval, Certificate of Occupancy
Enforcement Agency: Police Department, Fire Department

2. 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.

Implementation Phase: Pre-Construction
Monitoring Phase: Plan Check Approval, Certificate of Occupancy
Enforcement Agency: Police Department

3. 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.

Implementation Phase: Operation
Monitoring Phase: Operation
Enforcement Agency: Community Development Department, Police Department

E. RISK OF UPSET

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:

1. 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.

Implementation Phase: Pre-Construction, Construction
Monitoring Phase: Plan Check Approval, Construction
Enforcement Agency: Building and Safety Division

2. If during construction of the project, soil contamination is suspected, construction in the area should stop and appropriate Health and Safety procedures should be implemented. The

Department of Toxic Substances Control (DTSC) Voluntary Cleanup Program (VCP) should be contacted at (818) 551-2866 to provide the appropriate regulatory oversight.

Implementation Phase: Construction
Monitoring Phase: Construction
Enforcement Agency: Building and Safety Division

F. TRANSPORTATION AND CIRCULATION

REQUIRED MITIGATION MEASURES

The following traffic-related mitigation measures are required to mitigate potentially significant project-related traffic impacts:

1. Prior to any construction activities, a Construction Plan shall be submitted for review and approval to the City of Manhattan Beach Public Works Department and Community Development Department. Construction Plans shall address parking availability and minimize the loss of parking for existing on-site Civic Center operations that will continue to operate throughout the construction period. To minimize potential adverse impacts upon the Downtown Commercial District construction workers shall not be permitted to park within in the adjacent public parking structures or street parking spaces. The parking plans shall provide adequate on-site parking areas for construction workers and/or consider providing additional construction parking at off-site parking lot locations and providing bussing or car-pool services to the construction site. The proposed construction plan shall designate appropriate haul routes into and out of the project area. Truck staging areas shall not be permitted on residential roadways or adjacent to any school site.

Implementation Phase: Pre-Construction, Construction
Monitoring Phase: Plan Check Approval, Construction
Enforcement Agency: Community Development Department, Public Works Department

2. Manhattan Beach Blvd. & Sepulveda Blvd. -Contribute to the installation of dual left-turn lanes in the northbound and eastbound directions.

Implementation Phase: Construction
Monitoring Phase: Pre-Construction, Plan Check Approval
Enforcement Agency: Community Development Department, Department of Public Works

- 3. 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.

Implementation Phase: Post-Occupancy
Monitoring Phase: Project Approval, Post Occupancy
Enforcement Agency: City Council, Community Development Department,
 Department of Public Works

- 4. 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.

Implementation Phase: Post-Occupancy
Monitoring Phase: Post-Occupancy
Enforcement Agency: City Council, Community Development Department,
 Department of Public Works

- 5. The City Traffic Engineer shall conduct secondary “post-project” traffic assessments at the intersections of Highland Avenue & 13th Street, and Manhattan Beach Boulevard & Valley Drive/Ardmore Avenue to determine the actual traffic impacts of the proposed project. Should the results of this assessment verify significant impacts are realized, the mitigation measures recommended in the Draft EIR, or measures of equivalent effectiveness shall be implemented.

Implementation Phase: Post-Occupancy, within 1 year of 80% Occupancy Rate
Monitoring Phase: Post-Occupancy, within 1 year of 80% Occupancy Rate
Enforcement Agency: Community Development Department, Department of Public Works,
 City Council

- 6. An employee parking program shall be required for the Metlox commercial establishments to alleviate the parking demands within the Downtown Commercial District. Potential mitigation options may include satellite parking programs and/or providing tandem parking stalls designated for employees only.

Implementation Phase: Post Occupancy, On-going Project Operation
Monitoring Phase: Post Occupancy, On-going Project Operation
Enforcement Agency: Community Development Department

DISCRETIONARY CONDITIONS OF APPROVAL

The City of Manhattan Beach area roadway system currently makes full use of the available rights-of-way. The streets are currently either fully utilized for either travel lanes, turn channelization, or on-street parking. In addition, the parkways also contain pedestrian and landscape resources that contribute to the aesthetic character of the Downtown Commercial District. A review of the locations which would have significant traffic impacts during one or more time periods shows that physically improving the roadways to provide additional traffic capacity would require the removal of other amenities (i.e., loss of street parking, sidewalk streetscape and landscape features). Because of these secondary impacts, implementation of the following mitigation measures are contingent and should be implemented at the discretion of the City Council.

- 7. 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.

Implementation Phase: Pre-Construction, Construction
Monitoring Phase: Plan Check Approval
Enforcement Agency: City Council, Community Development Department, Public Works Department

- 8. 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 may require 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.

Implementation Phase: Pre-Construction, Construction
Monitoring Phase: Plan Check Approval
Enforcement Agencies: City Council, Community Development Department, Department of Public Works

RECOMMENDED MITIGATION MEASURES

Although the proposed project will meet the shared parking demand anticipated for the planned development, the following parking mitigation measures are recommended to further increase parking availability on the project site, reduce traffic congestion, and to promote shared parking within the Downtown Commercial District:

- 9. 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.

Implementation Phase:	Post Occupancy, On-going Project Operation
Monitoring Phase:	Post Occupancy, Ongoing Project Operation
Enforcement Agency:	Community Development Department

G. HYDROLOGY/WATER QUALITY

The following mitigation measures would ensure water quality impacts would be less than significant:

- 1. 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).

Implementation Phase:	Pre-Construction, Construction
Monitoring Phase:	Pre-Construction, Plan Check Approval, Grading Permit Approval
Enforcement Agency:	Department of Public Works, Building and Safety Division

- 2. Design criteria for the project should, to the extent feasible, minimize direct runoff to the adjacent streets and 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.

Implementation Phase: Pre-Construction, Construction
Monitoring Phase: Pre-Construction, Grading Permit Approval
Enforcement Agency: Department of Public Works, Building and Safety Division

3. Commercial trash enclosures must be covered so that rainwater cannot enter the enclosure and the trash enclosure must be connected to the sanitary sewer system.

Implementation Phase: Pre-Construction, Construction
Monitoring Phase: Plan Check Approval
Enforcement Agency: Community Development Department, Department of Public Works

H. NOISE

The following mitigation measures are recommended to reduce noise impacts during the construction phases of the proposed project:

1. Use noise control devices, such as equipment mufflers, enclosures, and barriers.

Implementation Phase: Construction
Monitoring Phase: Plan Check Approval, Construction
Enforcement Agency: Community Development Department, Building and Safety Division

2. 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.

Implementation Phase: Construction
Monitoring Phase: Plan Check Approval, Construction
Enforcement Agency: Community Development Department, Building and Safety Division

3. Stage construction operations as far from noise sensitive uses as possible.

Implementation Phase: Construction
Monitoring Phase: Plan Check Approval, Construction
Enforcement Agency: Community Development Department, Building and Safety Division

4. Avoid residential areas when planning haul truck routes.

Implementation Phase: Construction
Monitoring Phase: Plan Check Approval, Construction
Enforcement Agency: Community Development Department, Building and Safety Division

5. Maintain all sound-reducing devices and restrictions throughout the construction period.

Implementation Phase: Construction
Monitoring Phase: Plan Check Approval, Construction
Enforcement Agency: Community Development Department, Building and Safety Division

6. 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).

Implementation Phase: Construction
Monitoring Phase: Plan Check Approval, Construction
Enforcement Agency: Community Development Department, Building and Safety Division

7. When feasible, change the timing and/or sequence of the noisiest construction operations to avoid sensitive times of the day.

Implementation Phase: Construction
Monitoring Phase: Plan Check Approval, Construction
Enforcement Agency: Community Development Department, Building and Safety Division

8. Adjacent residents shall be given regular notification of major construction activities and their duration.

Implementation Phase: Construction
Monitoring Phase: Plan Check Approval, Construction
Enforcement Agency: Community Development Department, Building and Safety Division

9. 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.

Implementation Phase: Construction
Monitoring Phase: Plan Check Approval, Construction
Enforcement Agency: Community Development Department, Building and Safety Division

10. An annual City permit in accordance with Chapter 4.20 of the MBMC shall be required prior to the installation/setup of any temporary, or permanent, PA or sound system.

Implementation Phase: Construction, Operation
Monitoring Phase: Annual Permit Approval, On-Going Project Operation
Enforcement Agency: Community Development Department

11. The maximum allowable sound level shall be in conformance with Chapter 5.48 of the MBMC.

Implementation Phase: Post-Occupancy
Monitoring Phase: On-going Project Operation
Enforcement Agency: Community Development Department, Police Department

12. Based on a review of construction documents prepared for the proposed project, a licensed acoustical engineer shall determine the type of construction materials for the Bed and Breakfast Inn (i.e., window, door, wall insulation material, weather-stripping, etc.) to ensure an interior noise level of no greater than 45 dBA (Leq) when sirens are in use. A Certificate of Occupancy shall not be issued for the proposed Inn until the 45 dBA (Leq) interior noise level performance standard, when sirens are in use, is met.

Implementation Phase: Pre-Construction
Monitoring Phase: Plan Check Approval, Certificate of Occupancy
Enforcement Agency: Community Development Department, Building and Safety Division