

Outdoor Dining Ordinance Amendment

Draft Initial Study and Negative Declaration

Prepared for:

City of Manhattan Beach
1400 Highland Avenue
Manhattan Beach, California 90266



Prepared with assistance from:

MIG
6809 Indiana Avenue, Suite 203
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August 2025

- This document is designed for double-sided printing -

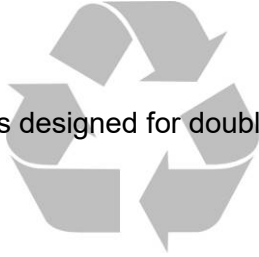


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1 Introduction

The City of Manhattan Beach (City) currently allows outdoor dining on sidewalks and private property based on existing regulations in the Manhattan Beach Municipal Code (MBMC) and Manhattan Beach Local Coastal Program (MBLCP). The City proposes amending the existing ordinances to supplement and update the regulations to reflect operational standards that have changed as a result of the City's experience with COVID-19 business relief measures, and recommendations that came out of robust community engagement efforts, including the outdoor dining task force.

The proposed outdoor dining regulations would limit sidewalk dining within the public right of way to the Downtown (CD) and North Manhattan Beach (CNE) commercial zoning districts, while private property outdoor dining will continue to be permissible Citywide with additional regulations proposed to codify provisions related to outdoor dining above the ground floor. Complimentary revisions to the City's vehicle loading provisions are also proposed.

The proposed amendments constitute a project that is subject to review under the California Environmental Quality Act (CEQA) 1970 (Public Resources Code, Section 21000 et seq.), and the State CEQA Guidelines (California Code of Regulations, Section 15000 et. seq.).

This Initial Study has been prepared to assess the short-term, long-term, and cumulative environmental impacts that could result from the adoption of the proposed project. This report sets forth the required contents of an Initial Study, in compliance with Section 15063 of the State CEQA Guidelines, which include:

- A description of the project, including the location of the project (See Section 2)
- Identification of the environmental setting (See Section 2.9)
- Identification of environmental effects by using a checklist, matrix, or other methods, provided that entries on the checklist or other form are briefly explained to indicate that there is some evidence to support the entries (See Section 4)
- Discussion of ways to mitigate significant effects identified, if any (See Section 4)
- Examination of whether the project is compatible with existing zoning, plans, and other applicable land use controls (See Section 4.11)
- Mitigation Measures (No mitigation measures were deemed necessary for this project)
- The name(s) of the person(s) who prepared or participated in the preparation of the Initial Study (See Section 5)

1.1 – Purpose of CEQA

The primary purpose of CEQA is to inform decision-makers and the public on the potential environmental consequences of a proposed project and to prevent or minimize significant, avoidable adverse impacts to the physical environment. CEQA achieves this by requiring public agencies to conduct environmental review processes for projects, including the disclosure of potential impacts, alternatives, and mitigation measures that could help avoid or reduce significant adverse impacts identified. It also provides an opportunity to comment on the information by encouraging public participation and promoting inter-agency cooperation.

1.2 – Public Comments

Comments from all agencies and individuals are invited regarding the information contained in this Initial Study/Negative Declaration. Such comments should explain any perceived deficiencies in the assessment of impacts, identify the information that is purportedly lacking in the Initial Study or indicate where the information may be found. All written comments on the Initial Study shall be submitted to:

Jaehee Yoon, AICP, Senior Planner
City of Manhattan Beach
Community Development Department
1400 Highland Avenue, Manhattan Beach, CA 90266
Telephone: (310) 802-5513
Email: jyoon@manhattanbeach.gov

The public review period runs for 31 days starting on Friday, August 22, 2025. Comments are due to Ms. Yoon no later than 5:00 p.m. on Monday, September 22, 2025. All comments received during the public review period will be considered by the City prior to approval and adoption of the project.

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2 Project Description

2.1 – Project Title

Outdoor Dining Ordinance Amendment Project

2.2 – Lead Agency Name and Address

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

2.3 – Contact Person and Phone Number

Jaehee Yoon, AICP, Senior Planner
Phone: (310) 802-5513

2.4 – Project Location

Citywide. The City is located in Los Angeles County, California (See Exhibit 1, Regional Context Map). State Route 1 (SR-1) transverses (north-south) the middle portion of the City and is identified as Sepulveda Boulevard (See Exhibit 2, Local Context Map). The Coastal Zone is located in the westerly portion of the City adjacent to the Pacific Ocean.

2.5 – Project Sponsor’s Name and Address

City of Manhattan Beach
Community Development Department
1400 Highland Avenue
Manhattan Beach, CA 90266
Attn: Jaehee Yoon, AICP, Senior Planner

2.6 – General Plan Land Use Designation(s)

General Commercial, Local Commercial, Manhattan Village, Mixed-Use Commercial, Downtown Commercial, and North End Commercial

2.7 – Zoning District(s)

Community Commercial (CC), General Commercial (CG), Local Commercial (CL), Planned Development (PD), Downtown Commercial (CD), and North End Commercial (CNE)

2.8 – Project Description

The City proposes text amendments to existing ordinances in the MBMC and MBLCP related to sidewalk dining in the public right of way, private property outdoor dining, and vehicle loading. The

ordinance amendments will supplement standards for outdoor dining operations and vehicle loading provisions in the following chapters or sections:

- MBMC/MBLCP Chapter 7.36 (Private Use of the Public Right of Way)
- MBMC Section 10.60.080/MBLCP Section A.60.080 (Outdoor facilities)
- MBMC Chapters 14.01 (Definitions) and 14.44 (Stopping for Loading or Unloading Only)

Sidewalk Dining in the Public Right of Way. The sidewalk dining ordinance contained in MBMC/MBLCP Chapter 7.36 (Private Use of the Public Right of Way,) will continue to allow sidewalk dining encroachment permits, but limit the activity to the Downtown (CD) and North Manhattan Beach (CNE) commercial zoning districts.

In the CD and CNE zoning districts (See Exhibit 3, CD and CNE District Map), 49 Eating and Drinking Establishments (35 in CD and 14 in CNE) were identified along major commercial corridors (i.e., Highland Avenue, Manhattan Avenue, Manhattan Beach Boulevard, Rosecrans Avenue) that may be conducive for outdoor dining. After further analysis, 13 establishments in the CD district and eight establishments in the CNE district were deemed ineligible for sidewalk dining due to physical restrictions such as excessive slopes and/or deficient sidewalk width. As a result, 22 establishments in the CD district and six establishments in the CNE district were deemed eligible for sidewalk dining encroachment permits that may accommodate an estimated total of up to 195 sidewalk dining seats (147 in CD and 48 in CNE).

Private Property Outdoor Dining. Private property outdoor dining is regulated by MBMC Section 10.60.080/MBLCP Section A.60.080 (Outdoor facilities) and will continue to be allowed Citywide where Eating and Drinking Establishments are allowed. Proposed amendments would include additional provisions that generally match those in the sidewalk dining ordinance (e.g., occupancy, alcohol service, operation hours, permit revocation, parking requirements, etc.) as well as one specific to outdoor dining above the ground floor that is being newly codified. No estimate on the number of anticipated private property outdoor dining seats has been prepared as the amount of outdoor dining area that an Eating and Drinking Establishment can accommodate is site-specific and cannot be assessed in a meaningful way until plans are reviewed. Furthermore, the proposed amendment would not expand the capacity for outdoor dining beyond what is currently available at each site and thus, do not have the potential to result in additional impacts.

Commercial Vehicle Loading. Commercial vehicle loading provisions are newly proposed in the City's Traffic Code in MBMC Title 14. The proposed amendments are intended to regulate the location and hours of commercial loading activities to address and better regulate noise and access impacts to residential uses in proximity to commercial uses.

Project Implementation. Implementation regarding the proposed text amendments is not expected to result in any significant ground disturbance, major building modifications, new hardscaping, new ornamental landscaping, or new public street lighting. In addition, no infrastructure improvements (i.e., parking lot, roadway, stormwater, domestic water, utilities, wastewater, etc.) are proposed as part of this Project.

Proposed Amendments. Tables 1, 2 and 3 below identify those portions of the MBMC and MBLCP with proposed amendments, which include both revisions to existing text and the addition of new text. Deletions are shown in ~~strikeout~~ and new text additions are shown in underline. Appendix A contains the entire MBMC and MBLCP code sections with the proposed amendments incorporated.

Table 1 - Private Use of the Public Right of Way

MBMC/MBLCP Chapter 7.36 – PRIVATE USE OF THE PUBLIC RIGHT OF WAY	
Section 7.36.160 – Sidewalk Dining Encroachment Permits	
<p>Sidewalk dining <u>immediately</u> adjacent to existing restaurants may be permitted on public sidewalks within vehicular street right of ways, <u>in the CD or CNE districts</u>, with a sidewalk dining encroachment permit issued pursuant to this section. The purpose of the sidewalk dining permit program is to promote restaurant, <u>outdoor dining</u>, and pedestrian oriented activity within the City's business areas, while safeguarding public safety and minimizing impacts to nearby residential properties. Permits may be modified or revoked by the City Council if the applicant repeatedly fails to comply with any of the above requirements, or if the public's priority for use of City right of way causes the previously approved sidewalk dining use to be found to be inappropriate. <u>The Director of Community Development shall have the authority to condition or modify the minimum standard requirements in this section, if necessary to protect public health and welfare.</u></p> <p>Each permit issued for sidewalk dining shall comply with the following minimum standards:</p>	
Sec. 7.36.160.B	Title 24 of the California Government Code regarding persons with disabilities requirements for An unobstructed sidewalk width <u>of at least minimum forty-eight sixty</u> inches (4860") must be maintained at all times. Any vertical projections above the sidewalk area must have a minimum height clearance of eighty-four inches (84").
Sec. 7.36.160.C	Applicants and their customers may not place any objects <u>(i.e. umbrellas, heaters, planters, fencing, bussing stations, etc.)</u> in the right of way other than <u>dining tables and chairs</u> (no umbrellas, heaters, or bikes/dogs tied to parking meters, etc.) without a permit. <u>Objects within the vehicular street right of ways that cause a traffic safety issue, as determined by the City Traffic Engineer, or coastal view impairment are prohibited at any time.</u>
Sec. 7.36.160.F	Alcoholic beverages may not be served or consumed in the sidewalk dining area <u>with a Use Permit or Use Permit amendment and subject to approval by the California Department of Alcoholic Beverage Control.</u>
Sec. 7.36.160.H	Amplified music sound and live outdoor entertainment areis prohibited, <u>unless a permit is issued pursuant to Section 5.48.150 (Amplified sound permits).</u>
Sec. 7.36.160.I	Dining activities must conclude by 10:00 p.m. Tables and chairs must be removed from the sidewalk by 10.30 p.m. <u>Tables and chairs cannot be stored on the sidewalk at any time outside of the establishments' business hours.</u>
Sec. 7.36.160.K	Sidewalk dining activities must comply with all <u>City codes, including but not limited to, building, fire, Use Permit, and zoning code</u> requirements (parking, occupancy, etc.) .
Sec. 7.36.160.L	<u>Sidewalk dining area occupancy shall be determined by the availability of an adequately sized trash enclosure on the premises and service levels, subject to review and approval by the Public Works Department, prior to permit issuance. Otherwise, o</u> Only existing tables used inside the restaurant may be used for sidewalk dining <u>unless additional parking and zoning approval is provided in accordance with the Municipal Code. Changes in occupancy shall not require a Use Permit or a Use Permit amendment.</u>
<u>Sec. 7.36.160.Q</u>	<u>Off-street parking requirements in Chapter 10.64 shall apply to the sidewalk dining area. As an alternative, a minimum of 5 bicycle parking spaces on the premises for each vehicle parking space required may meet this requirement.</u>
<u>Sec. 7.36.160.R</u>	<u>Sidewalk dining permits authorize tables and chairs utilized for dining only. Furniture shall not be used by customers waiting to be seated for dining.</u>
<u>Sec. 7.36.160.S</u>	<u>In areas with standard-width sidewalks (9.5 feet), only two-seat tables shall be used.</u>
<u>Sec. 7.36.160.T</u>	<u>Placement and quantity of dining tables and chairs shall match the approved plan during operational hours.</u>

Sec. 7.36.160.U	Permits shall be valid for a period of one (1) year or until March 1st, whichever occurs first.
Sec. 7.36.160.V	If a business fails to comply with the terms and conditions of an approved sidewalk dining permit, the Community Development Director shall have the authority to revoke the permit upon confirmation by the Director of Community Development or their designee of a third violation within a one-year period following the first violation, pursuant to the provisions of Section 7.36.110. If revoked, the permittees shall be unable to reapply under this section for a one-year period from the date the permit is revoked.
Section 7.36.170 – Long-term commercial use encroachment permits	
Sec. 7.36.170.A	Commercial use of the public right of way requires City Council approval. Exceptions. The Director of Community Development may approve the following: <ul style="list-style-type: none"> a. Sidewalk dining permits applicable to vehicular streets in conformance with Section 7.36.140 160 of this chapter.

Table 2 - Site Regulations

MBMC Chapter 10.60/MBLCP Chapter A.60 – SITE REGULATIONS	
MBMC Section 10.60.080.C/MBLCP Section A.60.080.C – Performance Standards	
Outdoor facilities are subject to the following:	
MBMC Sec. 10.60.080.C.4 MBLCP Sec. A.60.080.C.4	Amplified music and live outdoor entertainment are subject to Chapter 4.20 (Amusements—dances and cafe entertainment) and Chapter 5.48 (Noise regulations). Exception: Amplified music and live outdoor entertainment shall be prohibited in outdoor dining areas above the ground floor, including indoor dining areas above that are not fully enclosed on the same level.
MBMC Sec. 10.60.080.C.5 MBLCP Sec. A.60.080.C.5	Alcoholic beverages may be served or consumed in the outdoor dining area with a Use Permit or Use Permit amendment and subject to approval by the California Department of Alcoholic Beverage Control.
MBMC Sec. 10.60.080.C.6 MBLCP Sec. A.60.080.C.6	Outdoor dining area occupancy shall be determined by the availability of an adequately sized trash enclosure on the premises and service levels, subject to review and approval by the Public Works Department, prior to permit issuance. Otherwise, only existing tables used inside the restaurant may be used in the outdoor dining area. Changes in occupancy or minor expansions to the indoor dining areas above the ground floor solely to accommodate access to the outdoor dining area on the same level shall not require a Use Permit or a Use Permit amendment.
MBMC Sec. 10.60.080.C.7 MBLCP Sec. A.60.080.C.7	Off-street parking requirements in Chapter 10.64 shall apply to the outdoor dining areas. As an alternative, a minimum of 5 bicycle parking spaces on the premises for each vehicle parking space required may meet this requirement. If outdoor dining is provided on off-street parking spaces, the minimum required parking spaces and dimensions per Chapter 10.64 shall be maintained at all times. Outdoor dining shall only occur within off-street parking spaces that are not required to meet the minimum parking code requirements.
MBMC Sec. 10.60.080.C.8 MBLCP Sec. A.60.080.C.8	Outdoor dining activities must conclude by 10:00 p.m. Exception: Eating and drinking establishments with outdoor dining located on the ground floor more than 150 feet away from residential uses may operate in compliance with other associated permits applicable to the business.
MBMC Sec. 10.60.080.C.9	Outdoor dining above the ground floor shall not face or be located less than 15 feet away from residential uses. Sound attenuation guidelines, on file with the Community

<p><u>MBLCP Sec. A.60.080.C.9</u></p>	<p><u>Development Department and updated from time to time, shall be incorporated into the outdoor dining area design. Outdoor dining balconies over the right of way are prohibited unless previously approved prior to this provision taking effect. Any such balconies shall not be expanded.</u></p>
<p><u>MBMC Sec. 10.60.080.C.10</u> <u>MBLCP Sec. A.60.080.C.10</u></p>	<p><u>The business owner shall comply with all applicable federal, State, and local ordinances, codes, regulations and requirements.</u></p>
<p>MBMC Sec. 10.60.080.F MBLCP Sec. A.60.080.F</p>	<p>Grounds for Denial—Revocation. If adverse impacts cannot be prevented, the Community Development Director shall deny the outdoor facilities permit application. If a business fails to comply with the terms and conditions of an approved outdoor facility permit the Community Development Director, <u>after holding a hearing in the manner as set forth in Section 10.104.030</u>, may revoke the permit <u>upon confirmation by the Director of Community Development or their designee of a third violation within a one-year period following the first violation. If revoked, the permittee shall be unable to reapply under this section for a one-year period from the date the permit is revoked.</u></p>
<p>MBMC Sec. 10.60.080.G MBLCP Sec. A.60.080.G</p>	<p>Duration and Renewal. Upon approval, an outdoor facilities permit, <u>excluding outdoor dining above the ground floor</u>, shall be valid for a period of one (1) year or until March 1st, <u>whichever occurs first</u>. Outdoor facilities permits may be renewed annually, upon finding by the Community Development Director that the business has complied with all imposed terms and conditions, and that no adverse impacts or nuisance conditions have resulted.</p>

Table 3 - Definitions and Stopping for Loading or Unloading

<p>MBMC Chapter 14.01 – DEFINITIONS</p>	
<p><u>Sec. 14.01.035</u></p>	<p><u>Commercial loading and unloading.</u> <u>The stopping or standing of a commercial vehicle for the purpose of loading or unloading goods, wares or merchandise from or to any commercial building or structure.</u></p>
<p><u>Sec. 14.01.085</u></p>	<p><u>Large commercial vehicle.</u> <u>A commercial vehicle as defined by Section 260 of the California Vehicle Code that is 30 feet or more in length</u></p>
<p>MBMC Chapter 14.44 STOPPING FOR LOADING OR UNLOADING</p>	
<p><u>Sec. 14.44.035</u></p>	<p><u>Commercial Vehicle Loading and Unloading</u></p>
<p><u>Sec. 14.44.035.A</u></p>	<p><u>CD and CNE Zone: Large vehicle commercial loading and unloading activities within the CD and CNE Zones are prohibited on any streets and alleys less than 36 feet in width between 11 p.m. and 7 a.m., of the next day Sunday through Friday morning, and between 6 p.m. and 7 a.m. of the next day Friday through Sunday morning.</u> <u>Exception: Streets and alleys without residential uses on either side of the block shall be exempt from this provision.</u></p>
<p><u>Sec. 14.44.035.B</u></p>	<p><u>When the Chief of Police, as authorized under this chapter, has caused commercial loading signs to be placed, no person shall stop, stand or park a vehicle adjacent to any such legible loading restriction in violation of any of the provisions of this section.</u></p>
<p><u>Sec. 14.44.035.C</u></p>	<p><u>The City Traffic Engineer is further authorized to establish special loading restrictions by posting appropriate signs to meet unusual needs on certain City streets or public facilities consistent with the limitations provided for in the California Vehicle Code.</u></p>

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2.9 – Surrounding Land Uses and Environmental Setting

Manhattan Beach is adjacent to the Pacific Ocean near the southerly end of Santa Monica Bay in the South Bay region. The City is adjacent to the City of El Segundo to the north, the cities of Hawthorne and Redondo Beach to the east, the City of Hermosa Beach to the south, and the Pacific Ocean to the west. Elevations in the City range from sea level along the beach to approximately 245 feet above mean sea level near Sepulveda Boulevard in the southern portion of the City.

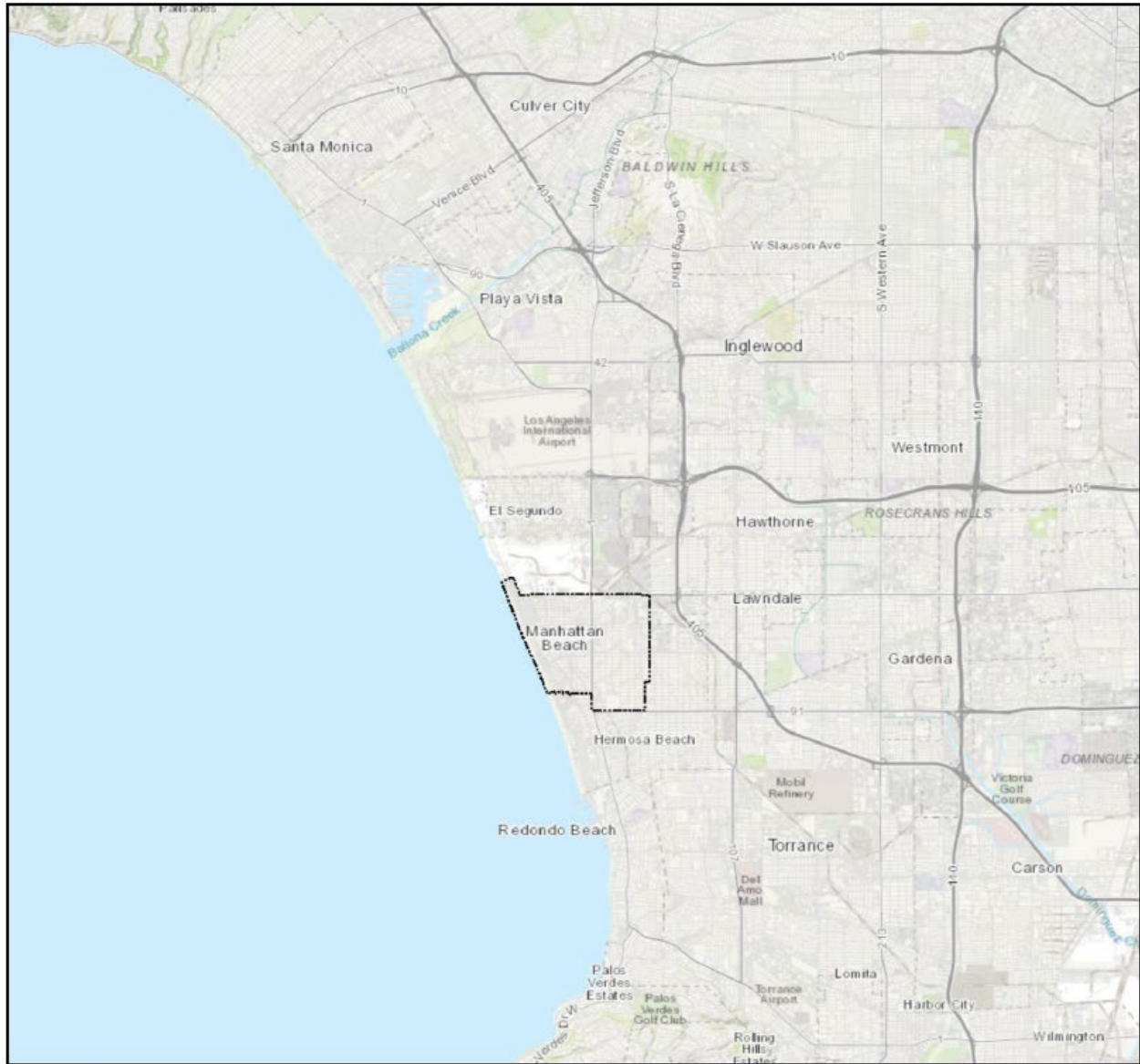
The City is fully developed with a mix of residential, commercial, mixed-use, industrial, parks and open space, and public facilities. Zoning districts potentially impacted by the Project include Community Commercial (CC), General Commercial (CG), Local Commercial (CL), Planned Development (PD), Downtown Commercial (CD), and North End Commercial (CNE). The westerly portion of the City is located within the Coastal Zone boundary, within which both the CD and CNE district are entirely located.

The CD District is located in the southwesterly portion of the City, surrounded by residential and commercial land uses. The CNE District is located in the northwesterly portion of the City and is adjacent to the City of El Segundo, including the Chevron Oil Refinery. Surrounding land uses in the CNE District are primarily residential with scattered commercial and offices. (See Exhibit 3, CD and CNE District Map)

2.10 – Other Public Agency Whose Approval is Required

- California Coastal Commission: The MBLCP amendments will be submitted to the California Coastal Commission for certification prior to becoming effective in the Coastal Zone.
- California Department of Alcoholic Beverage Control: Approval of alcohol licenses by the California Department of Alcoholic Beverage Control is required for alcoholic beverage sales and service in the expanded outdoor dining areas, if requested as part of an outdoor dining permit.

Exhibit 1 - Regional Context Map



Source: City of Manhattan Beach Interactive Mapping

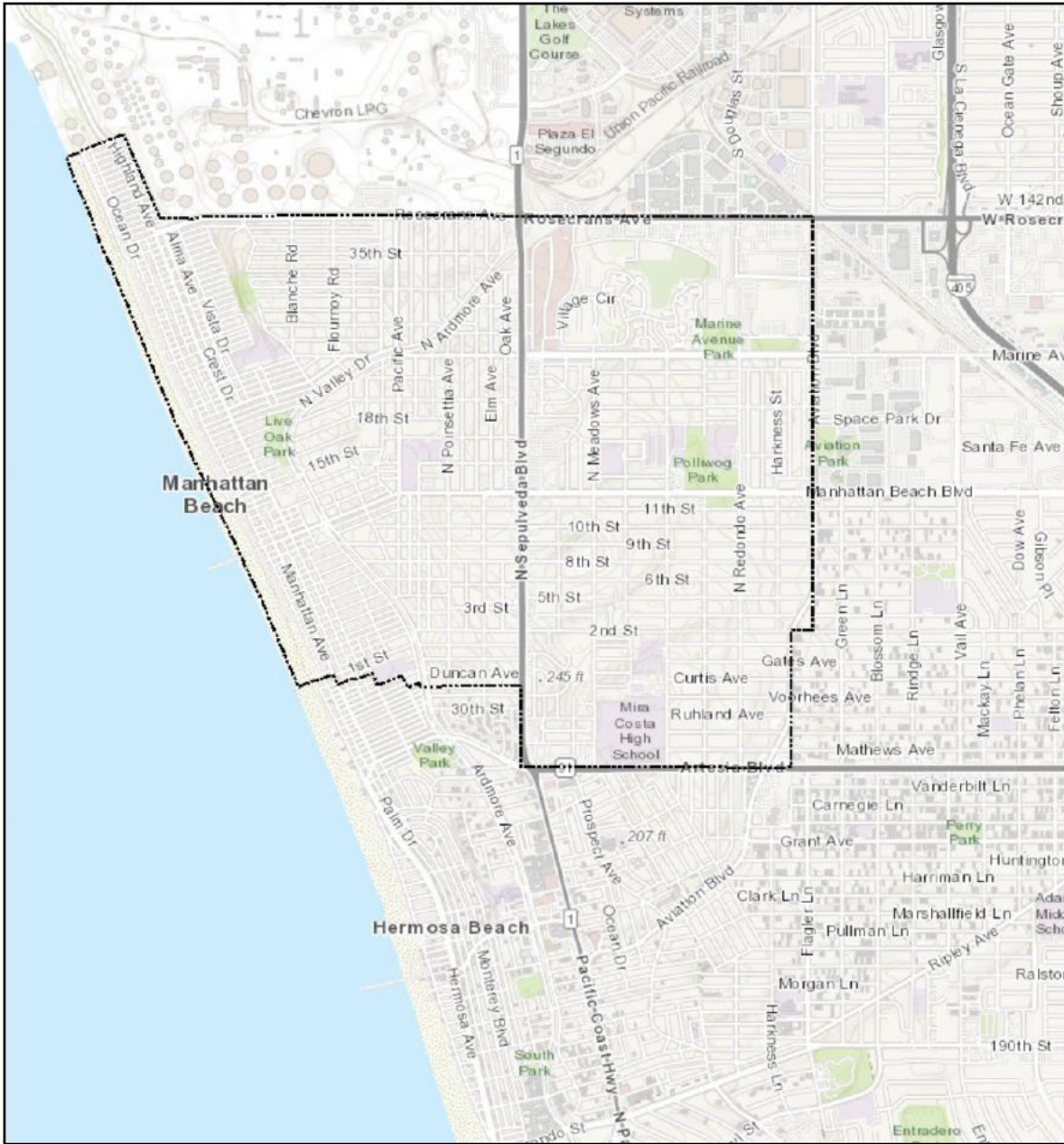
City Boundary 



Outdoor Dining Ordinance Amendment Project

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Exhibit 2 – Local Context Map



Source: City of Manhattan Beach Interactive Mapping

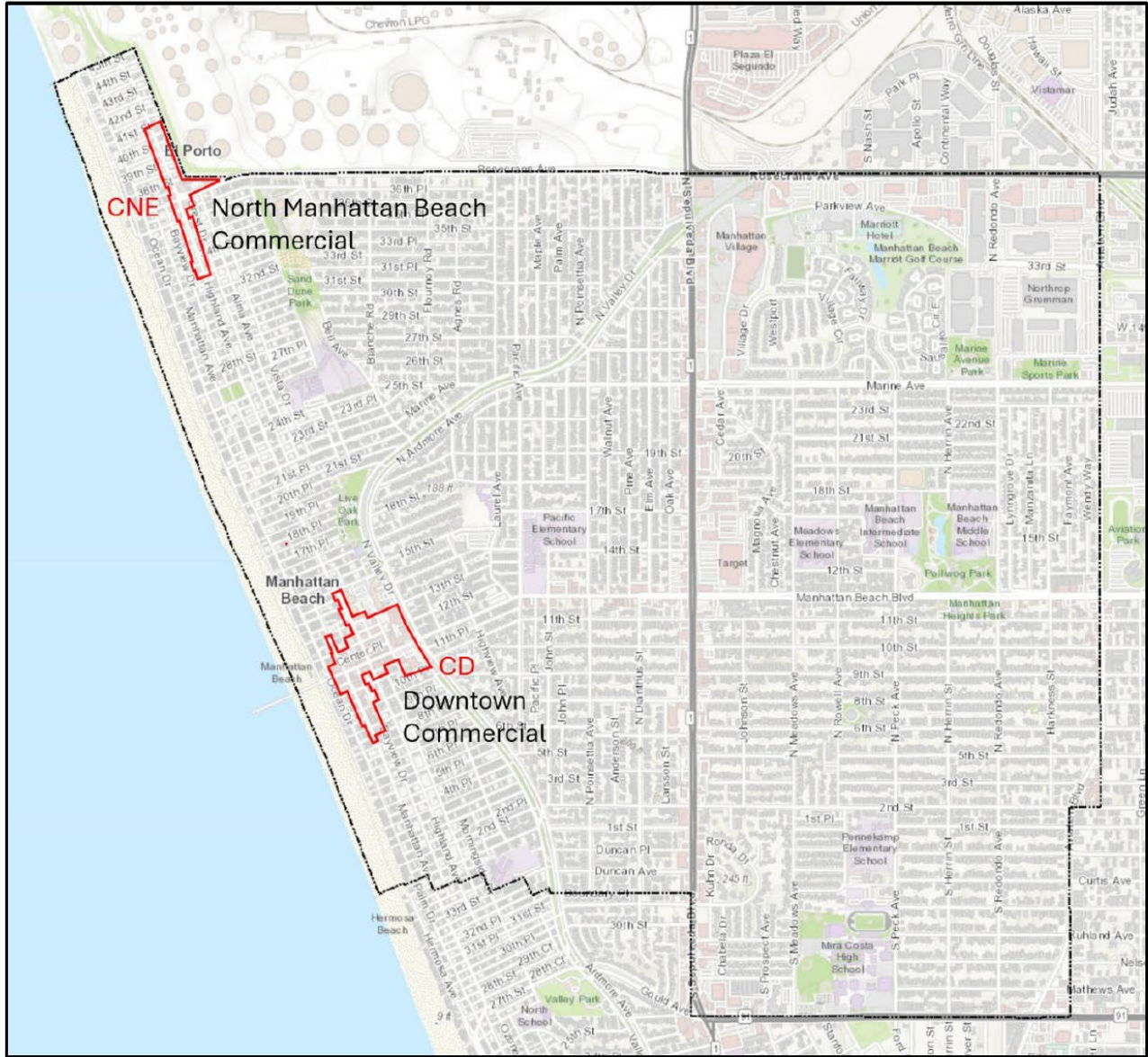
City Boundary 



Outdoor Dining Ordinance Amendment Project

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Exhibit 3 – CD and CNE District Map



Source: City of Manhattan Beach Interactive Mapping

City Boundary - - - - -

District Boundary ————



Outdoor Dining Ordinance Amendment Project

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3 Determination

3.1 – Environmental Factors Potentially Affected

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

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

3.2 – Determination

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



Name: Michael Codron, Interim Community Development Director

8/20/2025
Date

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4 Evaluation of Environmental Impacts

4.0 Introduction

The proposed activity amending the MBMC and MBLCP is included within the definition of a project per CEQA Guidelines Section 15378(a)(1) and is deemed a discretionary project per CEQA Guidelines Section 15357. Therefore, the proposed amendments require potential environmental impacts to be evaluated prior to the City taking action.

The City allowed outdoor dining in response to the COVID-19 protocols from June 2020 to February 2023, at which time the temporary outdoor dining policy was rescinded. Since then, the City has been working on establishing a long-term outdoor dining program with the City's outdoor dining task force formed in April 2023, along with various community outreach efforts. On March 26, 2025, the City Council directed staff to initiate zone text amendments to the existing outdoor dining regulations in the MBMC and MBLCP based on the cumulative efforts undertaken by the City. Per the City Council direction, the proposed amendments focus on operational standards to reflect current operations that have since changed with COVID-19, which include recommendations from the outdoor dining task force.

Because no development or physical improvements are associated with or required by the Project, other than installation of street signage to regulate commercial vehicle loading, there is no construction phase. In addition, the Project does not propose any development that would result in a traditional operational phase (i.e., on-going operations) or have subsequent phases or stages. The often seasonal, operational phase would occur as individual sidewalk dining encroachment permits, or outdoor facilities permits for private property outdoor dining are applied for and issued.

The environmental baseline for this report is the condition that existed in March 2025, when the City Council directed staff to initiate code amendments. This is consistent with CEQA Guidelines Section 15125(a), which states that the environmental setting will normally constitute the baseline existing physical conditions by which a lead agency will determine if an impact is significant. Moreover, this is the time when environmental analysis for this report commenced.

This section evaluates the potential physical impacts to the environment that would result should the City decide to approve and implement the Project. The topical environmental factors and mandatory findings of significance contained in the CEQA Guidelines are listed below. Following each topical environmental factor is the section number where the factor is evaluated.

- Aesthetics (4.1)
- Agriculture and Forestry Resources (4.2)
- Air Quality (4.3)
- Biological Resources (4.4)
- Cultural Resources (4.5)
- Energy (4.6)
- Geology and Soils (4.7)
- Greenhouse Gas Emissions (4.8)
- Mineral Resources (4.12)
- Noise (4.13)
- Population and Housing (4.14)
- Public Services (4.15)
- Recreation (4.16)
- Transportation and Traffic (4.17)
- Tribal Cultural Resources (4.18)
- Utilities and Service Systems (4.19)

- Hazards and Hazardous Materials (4.9)
- Hydrology and Water Quality (4.10)
- Land Use and Planning (4.11)
- Wildfire (4.20)
- Mandatory Findings of Significance (4.21)

4.1 – Aesthetics

Would the project:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
a) Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within view from a state scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point.) If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

a) Less Than Significant Impact. Scenic vistas can be impacted by development in two ways. First, a structure may be constructed that blocks the view of a vista. Second, the vista itself may be altered (i.e., development on a scenic hillside). Although the City’s General Plan does not designate any scenic vistas within the City, the Land Use Element includes several goals and policies aimed at preserving ocean vistas, tree-lined streets, and well-kept neighborhoods that contribute to the scenic quality of the City.¹ In addition, with the City located along the Pacific Ocean, the coastal views afforded from various points in the City can be considered a scenic vista.

The Project includes prohibiting outdoor dining related objects that may cause coastal view impairments for sidewalk dining areas adjacent to Eating and Drinking Establishments. Outdoor dining areas on private property would occur on or in the immediate vicinity of existing structures that would not likely affect views of the Pacific Ocean. Lastly, signage to regulate commercial vehicle loading hours in the CD and CNE Districts will be negligible improvements that would not have substantial adverse effects on scenic vistas. Therefore, impacts are less than significant and do not require mitigation measures.

b) No Impact. There are no officially designated or eligible state scenic highways in the City.² Therefore, no impacts to scenic resources visible from a state scenic highway would occur.

c) Less Than Significant Impact. Physical changes related to implementation of the Project are expected to be low profile in nature, generally limited to moveable outdoor dining objects such as tables and chairs, or street signage. As the General Plan Land Use Element Goals and Policies governing scenic quality and visual character of the City will continue to apply through applicable sections of the MBMC and MBLCP, impacts would be less than significant and do not require mitigation measures.

d) Less Than Significant Impact. Excessive or intense lighting has the potential to adversely impact night-time views, and glare can be caused from unshielded or misdirected lighting sources, including reflective surfaces (i.e., polished metal). The Project does not propose any permanent lighting sources for street signage that would regulate commercial vehicle loading and any proposed lighting for outdoor dining in the future would require review by the City to ensure code compliance as well as prevention of potential spill over or trespass onto sensitive surrounding land uses. Therefore, substantial impacts from light, glare or both would be less than significant and do not require mitigation measures.

4.2 – Agriculture and Forest Resources

Would the project:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104 (g))?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Result in loss of forest land or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to non-agricultural use or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a) No Impact. The California Important Farmland Finder prepared by the California Department of Conservation does not identify the Project as being located on Prime Farmland, Unique Farmland, or farmland of Statewide Importance.³ In addition, the City does not contain any farmland nor does the General Plan designate any land for farmland or agricultural land use.⁴ Therefore, there would be no conversion of Prime Farmland, Unique Farmland, and Farmland of Statewide Importance to a non-agricultural use as a result of this Project, and no impacts would occur.

b) No Impact. As previously mentioned, the City does not contain any farmland nor does the General Plan include any farmland or agricultural land use designations. The Project is ineligible for a Williamson Act contract, and there are no active contracts. Therefore, there would be no conflict with existing zoning for agricultural use or a Williamson Act contract, and no impacts would occur.

c) No Impact. Public Resources Code Section 12220(g) identifies forest land as land that can support 10-percent native tree cover of any species, including hardwoods, under natural conditions, and that allows for management of one or more forest resources, including timber, aesthetics, fish and wildlife, biodiversity, water quality, recreation, and other public benefits. There are no sites within the City that are currently being managed or used for forest land as identified in Public Resources Code Section 12220(g), nor are any zoned for forest land or timberland production.⁵ Therefore, no impact would occur.

d) No Impact. The City is fully developed; thus, there would be no loss of forest land or conversion of forest land to non-forest use as a result of this Project. Therefore, no impacts would occur.

e) No Impact. As previously mentioned, there are no agriculture or forest land uses in the City. Therefore, no conversion of farmland or forest land to non-agricultural or non-forest uses would occur. As such, there would be no impacts.

4.3 – Air Quality

Where available, the significance criteria established by the applicable air quality management district or air pollution control district may be relied upon to make the following determinations. Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations.

Would the project:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
a) Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Expose sensitive receptors to substantial pollutant concentrations	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a) No Impact. The Project does not change zoning or General Plan designations, create any zoning entitlements, approve any substantial development projects, or introduce any new land uses, and would not result in new development that would conflict with or obstruct implementation of an applicable air quality plan. Because the Project is only limited to proposed text amendments to the MBMC and MBLCP, there is no potential to conflict or obstruct an air quality plan. Therefore, no impacts would occur.

b) Less Than Significant Impact. As previously mentioned, the Project does not change zoning or General Plan designations, create any zoning entitlements, approve any substantial development projects, or introduce any new land uses that would result in a cumulatively considerable net increase of any criteria pollutant for which the air basin is non-attainment under an applicable federal or state ambient air quality standard. In addition, no development is proposed as the Project is to update the existing outdoor dining ordinances in the MBMC and MBLCP, and propose a new section in the MBMC for commercial vehicle loading provisions.

A potential increase in outdoor dining patrons would not lead to a substantial net increase in criteria pollutants resulting from an increase in Vehicle Miles Travelled (VMT). This is because outdoor dining does not necessarily represent a destination or new unique attraction, bringing patrons from outside the

City that are not already visiting the City to engage in beach-related activities. In addition, the Manhattan Beach Outdoor Dining Program Parking Analysis prepared for the City for a much greater number of potentially eligible outdoor dining opportunities determined that reductions to VMT per trips could be anticipated with various parking strategies proposed.⁶ Providing bicycle parking facilities, for example, could reduce the VMT per trip by up to 4.4 percent. In support of the Parking Analysis, Section 7.36.160.Q in Table 1 and Section 10.60.080.C.7/A.60.080.C.7 in Table 2 include a provision to allow bicycle parking as an alternative to off-street parking requirements, effectively helping reduce VMT related to outdoor dining patrons. Moreover, field observations as well as stakeholder interviews with the residential and business community have stated that there has been a trend in patrons also arriving by walking, bicycle, and rideshare.⁷ (Refer to the discussion in Section 4.17 – Transportation, Impact Question b) for more information.) Therefore, less than significant impacts would occur and no mitigation measures are required.

c) Less Than Significant Impact. The Project would not result in the exposure of sensitive receptors to substantial pollutant concentrations. The opportunity that the Project provides to eligible Eating and Drinking Establishments would be expected to result in an increase in patrons eating outdoors in the City. However, that number would be limited for sidewalk dining due to geographic and physical constraints, and private property outdoor dining has historically been less sought after with only a handful of permits issued yearly. Furthermore, outdoor dining opportunities in the City do not directly generate emissions that would have the potential to negatively affect adjacent sensitive receptors. Specifically, exposure at an outdoor dining area would be relatively brief (typically an hour or less), rarely a daily occurrence, and minor food odor emissions disperse quickly outdoors relative to indoor exposure. Additionally, the City has allowed outdoor dining opportunities on sidewalks and on private property long before COVID-19 affected the dining scene. In terms of commercial vehicle loading provisions proposed as part of the Project, the amendment would not expose sensitive receptors to substantial pollutant concentrations as the intent of the code language is to regulate the location and hours of commercial vehicle loading that already occurs in the City and would not result in an increase in VMT. Therefore, less than significant impacts would occur and no mitigation measures are required.

d) No Impact. As described above, the Project does not change zoning or General Plan designations, create any zoning entitlements, approve any development projects, or introduce any new land uses that would have the potential to result in emissions (such as those leading to odors) adversely affecting a substantial number of people. Land uses associated with odor complaints generally include agricultural operations, wastewater treatment plants, landfills, and certain industrial operations (such as manufacturing uses that produce chemicals, paper, etc.). In addition, odors are typically associated with industrial projects involving the use of chemicals, solvents, petroleum products, and other strong-smelling elements used in manufacturing processes, as well as sewage treatment facilities and landfills. While minor food odor or during the process of installing street signs to regulate commercial vehicle loading could potentially result from the Project, it would not have the potential to adversely affect a substantial number of people. Therefore, no impacts would occur.

4.4 – Biological Resources

Would the project:

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

f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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a) No Impact. Special-status wildlife species include those species listed as endangered or threatened under the Federal Endangered Species Act (FESA) or the California Endangered Species Act (CESA); candidates for listing by the U.S. Fish and Wildlife Services or California Department of Fish and Wildlife (USFWS & CDFW, respectively); species of special concern to the CDFW; and birds protected by the CDFW under California Fish and Game Code (CFG) Sections 3503 and 3513.

Activities permitted by the Project would not result in the reasonably foreseeable impacts or modifications to the habitats and species identified in question. The City is fully developed with urban land uses that are already disturbed, developed, and lack suitable habitat for special-status wildlife. Some ornamental landscaping currently exists throughout the City; however, this vegetation is not habitat for any species identified as a candidate, sensitive, or special status species. Furthermore, there is no critical habitat located in the City⁸ and the California Coastal Commission’s Critical Coastal Areas Map Viewer does not identify either the CD or CNE District as being within a Critical Coastal Area or Area of Special Biological Significance.⁹ Therefore, no impacts would occur.

b) No Impact. The Project would be implemented on locations that are on fully developed land. There is no riparian habitat located on or in the vicinity of the potential sites that can accommodate outdoor dining or street signage installed to enforce commercial vehicle loading locations and hours. As such, no impacts to riparian habitat or other sensitive natural habitat would occur.

c) No Impact. According to the federal National Wetlands Inventory, the City does not contain any wetlands. While the adjacent Pacific Ocean is identified as an Estuarine and Marine Wetland habitat classified as a M2USP¹⁰, this classification does not extend inland into the City. Therefore, no impacts would occur.

d) No Impact. The City is fully developed and heavily urbanized. Although several ornamental trees and landscaping exist throughout the City, there is little potential that these features may provide habitat for any native resident, migratory fish or wildlife species. In addition, the City is not within an established migratory wildlife corridor and no trees are proposed to be modified as part of the Project. Therefore, no impacts would occur.

e) No Impact. Trees and ornamental vegetation are present in various locations throughout the City. Although the City has a tree ordinance in MBMC Section 10.52.120¹¹, it is applicable only to residential zoning districts which do not allow commercial outdoor dining uses or require street signs specific to regulating commercial vehicle loading activities. Because no existing trees would be modified and no new trees are proposed to be planted as part of this Project, no impacts would occur.

f) No Impact. There are no habitat conservation plans or a natural community conservation plan within the City.¹² Therefore, no impacts would occur.

4.5 – Cultural Resources

Would the project:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
a) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a) No Impact. The Project does not satisfy any of the criteria for a historic resource as defined in Section 15064.5 of the State CEQA Guidelines. Specifically, CEQA Guidelines state the term “historical resources” applies to resources that meet any of the following criteria for listing on the California Register of Historical Resources¹³:

- Is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage(Criterion 1).
- Is associated with the lives of persons important in our past (Criterion 2).
- Embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high artistic values (Criterion 3).
- Has yielded, or may be likely to yield, information important in prehistory or history (Criterion 4)

The City lists two historic landmarks on residential zoning districts: 2820 Highland Avenue and 1505 Crest Drive.¹⁴ In addition, the Manhattan Beach State Pier is designated as a California State Historical Monument (No. 1018, Manhattan Beach State Pier) and listed in the California Register of Historical Resources (CRHR), along with the Scout House at 1617 N. Valley Drive. None of these properties are eligible sites that could accommodate commercial outdoor dining uses nor locations for street signage. Therefore, implementation of the proposed Project would not cause an adverse change to the significance of these historical resources and no impacts would occur.

b) No Impact. The Project would be implemented in an urbanized environment that has been previously disturbed and built over. Given that the City has been substantially disturbed by development over time, any cultural resources that may exist would likely have been previously unearthed, disturbed, or left in place. Because no ground disturbance is proposed or required, the potential to impact archaeological resources does not exist. Therefore, no impacts would occur.

c) No Impact. Ground disturbance is neither proposed nor required as part of the Project that could otherwise disturb human remains. Therefore, no impacts would occur.

4.6 – Energy

Would the project:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with or obstruct a state of local plan for renewable energy or energy efficiency?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

a) No Impact. Project implementation does not involve construction or development that would result in wasteful, inefficient, or unnecessary consumption of energy resources. Therefore, no impacts would occur.

b) Less Than Significant Impact. While provisions related to commercial vehicle loading would have no impacts, the potential exists for additional, low-voltage decorative lighting or heaters in future outdoor dining areas. However, should these features be added, they would be required to comply with Title 24 of the California Building Code/Code of Regulations, CAL Green Code, California Green Building Standards Code, and energy standards in effect at the time of permit submittal. As the Project would not conflict with or obstruct renewable energy or energy efficiency, impacts would be less than significant.

4.7 – Geology and Soils

Would the project:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
ii) Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iii) Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
iv) Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1997), creating substantial direct or indirect risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of waste water?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a.i) No Impact. The City is not located within a designated Alquist-Priolo Earthquake Fault Zone, indicating no known earthquake faults or any substantial evidence of a known fault within the City.¹⁵ Furthermore, the Project does not change zoning or General Plan designations, create any zoning entitlements, or introduce any new land uses that would result in a rupture of a known earthquake fault or exacerbate existing environmental conditions so as to potentially cause such rupture. Therefore, no impacts would occur.

a.ii) Less Than Significant Impact. The Project site would be subject to strong seismic ground shaking in the event of a seismic event, as would be the case for all locations within Southern California. Because any foreseeable improvements associated with outdoor dining or street signs are minor and would require compliance with existing regulations for safety purposes, there would be no substantial direct or indirect impacts. Hence, impacts would be less than significant.

a.iii) No Impact. Liquefaction is a phenomenon that occurs when soil undergoes transformation from a solid state to a liquefied condition due to the effects of increased pore-water pressure. This typically occurs where susceptible soils (particularly the medium sand to silt range) are located over a high groundwater table, in which case, affected soils will lose all strength during liquefaction and foundation failure can occur. According to the Alquist-Priolo Earthquake Fault Zoning Map and the City's General Plan, the City is not located in a liquefaction hazard zone. Therefore, no impacts would occur.

a.iv) No Impact. According to the City's Community Safety Element, the City is not located in an area with a known landslide hazard.¹⁶ Therefore, no impacts would occur.

b) No Impact. No ground disturbance is proposed nor required as part of the Project that would result in soil erosion or loss of topsoil. Therefore, no impacts would occur.

c-f) No Impact. The Project would be implemented on fully developed sites and structures, where no ground disturbance or development is proposed. Therefore, no impacts would occur.

4.8 – Greenhouse Gas Emissions

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

a) Less Than Significant Impact. The Project does not change zoning or General Plan designations, create any zoning entitlements, or introduce any new land uses that would otherwise generate greenhouse gas emissions. The Project proposes only text amendments to the MBMC and MBLCP to update outdoor dining regulations on sidewalks and private property, including specific provisions for commercial vehicle loading.

A potential increase in outdoor dining patrons would not lead to a net substantial increase in Greenhouse Gas (GHG) emissions resulting from an increase in Vehicle Miles Travelled (VMT). This is because outdoor dining is primarily located on infill sites that are often part of a longer trip by patrons that are not only dining but shopping or visiting the beach with multiple destinations along the way made by foot, bicycle, or local transit. In addition, the Project includes provisions in Section 7.36.160.Q in Table 1 and Section 10.60.080.C.7/A.60.080.C.7 in Table 2 that allow bicycle parking in lieu of required off-street parking spaces. This alternative would help provide more bicycle parking facilities which may reduce VMT per trips by up to 4.4 percent.¹⁷ Therefore, less than significant impacts would occur.

b) Less Than Significant Impact. In 2006, California passed the California Global Warming Solutions Act of 2006 (AB 32), which requires the California Air Resources Board to design and implement emission limits, regulations, and other measures, such that feasible and cost-effective statewide GHG emissions are reduced to 1990 levels, representing an approximate 25 percent reduction in total emissions. Statewide strategies to reduce GHG emissions include building and construction emission requirements specified in the California Green Building Standards Code. Because the Project itself does not conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emission of GHG and does not include construction, there would be no anticipated impacts. Nonetheless, compliance with Title 24 and other applicable energy regulations will be triggered for any improvements requiring permits associated with the Project to further align with the goal of reducing GHG emissions.

In April 2025, the City voluntarily adopted the Climate Action and Adaption Plan (CAAP) as a comprehensive plan to align City policies with state and regional climate goals with the objective of reducing the City’s GHG emissions to meet the State’s 2045 goal of carbon neutrality.¹⁸ The bicycle parking provisions as part of the Project are consistent with the Smart Mobility Measure M1 to expand infrastructure for pedestrians and bicycles; and Measure M4 to expand travel options that do not require personal vehicle ownership. Therefore, the Project is consistent with the overall intent and specific

4 – Evaluation of Environmental Impacts

measures of the CAAP and impacts related to conflicts with other applicable plans are less than significant.

4.9 – Hazards and Hazardous Materials

Would the project:

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

a) Less than Significant Impact. The regulatory nature of the proposed Project would not involve the transport, use, or disposal of significant amounts of hazardous materials requiring special control

measures. Items used for the routine maintenance and cleaning of outdoor dining areas, as may be permitted under the ordinances, or commercial loading areas would not expose the public and the environment with what would be considered substantially hazardous, and would typically be used in accordance with their labeling. Therefore, less than significant impacts would result.

b) Less Than Significant Impact. The proposed Project is to update the existing MBMC and MBLCP related to outdoor dining and commercial vehicle loading, which would not, in itself, result in utilizing hazardous materials nor producing hazardous wastes. Therefore, less than significant impacts would result.

c) Less Than Significant Impact. While there are school facilities within one-quarter mile from potential locations of Project implementation, the Project would not handle or process acutely hazardous materials or emit hazardous emissions. Therefore, less than significant impacts would result.

d) No Impact. The proposed Project site is not listed on the State Cortese List, a compilation of various sites throughout the state that have been compromised due to soil or groundwater contamination from past uses.¹⁹ Therefore, no impacts would occur.

e) No Impact. The City is located outside of the Los Angeles International Airport Planning Boundary/Influence Area to the north and the Hawthorne Airport located to the east. In addition, there is no private airstrip located within or adjacent to the City. Therefore, no impacts would occur.

f) No Impact. Manhattan Beach Boulevard, Highland Avenue, Rosecrans Avenue, 2nd Street, Marine Avenue, Sepulveda Boulevard, Artesia Boulevard, Aviation Boulevard, Valley Drive, and Ardmere Avenue are designated evacuation routes in the City.²⁰ Project implementation would not change existing conditions with regard to transportation routes or evacuation plans as no travel lanes would be obstructed by outdoor dining or signage for commercial vehicle loading. Specifically, as outlined in Tables 1, 2, and 3 in the Project Description, outdoor dining would not occur along the vehicular right of way, sufficient sidewalk width for pedestrians would be required at all times, and street signage are negligible improvements that have no impacts to emergency responses or evacuation plans. Therefore, no impacts would occur.

g) No Impact. The City is a fully developed urbanized area with no known wildland conditions.²¹ Therefore, no impacts would occur.

4.10 – Hydrology and Water Quality

Would the project:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or through the addition of impervious surfaces, in a manner which would:	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
i) result in substantial erosion or siltation on-or off-site;	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
ii) substantially increase the rate or amount of surface runoff in a manner which would result in flooding on-or-offsite;	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
iii) create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
iv) Impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a) No Impact. Implementation of the Project would not produce significant environmental impacts from associated improvements for outdoor dining on sidewalks or private property, and street signage installations would not result in substantially degrading the surface or ground water quality. In addition, Eating and Drinking Establishments proposing to have outdoor dining and the City's installation of street signage in the public right of way remain subject to any existing water quality standards. Therefore, no impacts would occur.

b) No Impact. The Project does not change zoning or General Plan designations, create any zoning entitlements, or introduce any new land uses that could otherwise have the potential to substantially decrease groundwater supplies or interfere with groundwater recharge. Therefore, no impacts would occur.

c) No Impact. The City is a fully developed urbanized area with no natural streams or water resource features that would be impacted by the Project. Improvements that result from the implementation of the Project would infiltrate stormwater in accordance with applicable regulations and would continue to outflow into the existing storm drain system. There would be no native soil disturbances or ground disturbing activities that would result in substantial alterations to the existing drainage patterns, increase surface runoff, or impede flood flows. Therefore, no impacts would occur.

d) Less than Significant Impact. The City is subject to potential tsunamis generated by a landslide off the Palos Verdes peninsula where beach-front structures are threatened west of Highland Avenue, assuming a worst-case scenario of a tsunami run-up of 42 feet and inland to elevation below 50 feet sea level.²² However, implementation of the Project would not be located in the potential tsunami inundation area that will be updated as part of the Tsunami Plan. Nonetheless, because locally generated tsunamis provide little time for warning, the City's General Plan includes provisions to mitigate the impacts of natural hazards, including flooding due to a tsunami through maintaining a high level of emergency response services.²³ In addition, in the event of a flood hazard, tsunami, or seiche, that results in the potential release of pollutants would continue to be subject to the same regulations and guidance in place. Therefore, impacts would be less than significant.

e) No Impact. No development is proposed as part of this Project that would otherwise potentially conflict or obstruct a water quality control plan or groundwater management plan. Therefore, no impacts would occur.

4.11 – Land Use and Planning

Would the project:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
a) Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

a) No Impact. The Project would not change zoning or General Plan designations, create any zoning entitlements, or introduce any new land uses or physical improvements that would physically divide an established community. Therefore, no impacts would occur.

b) Less than Significant Impact. While the Project is limited to text amendments to the existing MBMC and MBLCP, future improvements related to the Project implementation may potentially include greater flexibility than currently allowed to accommodate outdoor dining opportunities or better regulate commercial vehicle loading activities. However, the Project is intended and encouraged to be implemented in areas that are consistent with adopted land use plans, policies, and regulations, as noted in the strikethrough version of the proposed amendments in Section 2.8 – Project Description that requires compliance with all applicable federal, state, and local regulations. Therefore, impacts would be less than significant as adoption of the proposed amendments would not conflict with applicable plans, policies, or regulations.

4.12 – Mineral Resources

Would the project:

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

a-b) No Impact. The City is located in a completely urbanized and fully-developed area. There are no known mineral resources available in the City and there are no General Plan, Municipal Code, or Local Coastal Project policies governing extraction of mineral resources.²⁴ Therefore, no impacts would occur.

4.13 – Noise

Would the project result in:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Generation of excessive ground borne vibration or ground borne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a) Less Than Significant Impact. Project implementation involves outdoor dining and commercial vehicle loading which have the potential to cause noise impacts near residential uses. As such, the Project includes provisions on hours of operation for outdoor dining and limitations on when and where commercial vehicle loading may occur (see Table 2 in Section 2.8 – Project Description) to address any noise impacts associated with either activity. In addition, any future operations would require adherence to the City’s General Plan Noise Element, MBMC Chapter 5.48 - Noise Regulations, as well as applicable state and federal requirements to ensure that excessive noise is regulated and does not erode the quality of the City’s neighborhoods.

The Project also includes codifying regulations for outdoor dining areas above the ground level on private property instead of requiring approval of a Use Permit, which is the current practice for eligible parcels in Downtown. This is because there are a variety of noise sources subject to various transmission and attenuation factors for outdoor dining areas above the ground floor that could potentially affect nearby residences with additional noise sources generated. Each potential outdoor dining area above the ground floor would have different noise generation, transmission, and attenuation characteristics that are dependent on site-specific factors that are not known at this time. Additionally, each individual dining area may or may not have cause for noise concerns. Nonetheless, potential noise impacts associated with outdoor dining areas above the ground floor would be addressed by requiring implementation and adherence to the sound attenuation guidelines (see Appendix B) in MBMC Section 10.60.080.C.9/MBLCP Section A.60.080.C.9 (see Table 2 in Section 2.8 – Project Description).

Furthermore, the proposed Project related to outdoor dining regulations would limit excessive noise by regulating amplified music, live outdoor entertainment, and distance to residential uses, to name a few. (Refer to Tables 1, 2 and 3 in the Project Description section above for more information.) With the additional provisions in the proposed amendments, which would not conflict with the City's General Plan or Noise ordinance, outdoor dining and commercial vehicle loading activities would result in less impacts compared to existing regulations. Therefore, impacts would be less than significant.

b) No Impact. Ground borne vibrations have the potential to disrupt residents and workers in the area by construction projects that are usually highest during large scale operations including, but not limited to; pile driving, rock blasting, soil compacting, jack hammering, and demolition-related activities. Because the Project does not propose or require construction activities at this scale, no impacts would occur.

c) No Impact The City is located outside of the Los Angeles International Airport noise contours to the north and the Hawthorne Airport located to the east, where any related associated noise levels are generally not considered excessive and usually do not impact daily activities in the City.²⁵ Therefore, no impacts would occur.

4.14 – Population and Housing

Would the project:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a) No Impact. No unplanned population growth is anticipated with the proposed Project which is limited to text amendments in the existing MBMC and MBLCP related to outdoor dining and commercial vehicle loading provisions. Therefore, no impacts would occur.

b) No Impact. The Project and its implementation would not result in removal of a substantial number of housing nor displacements. Therefore, no impacts would occur.

4.15 – Public Services

Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
a) Fire protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a) – e) No Impact. The Project does not change zoning or General Plan designations, create any zoning entitlements, or introduce any new land uses that would otherwise increase demands for various government facilities. Implementation of the Project would be located on areas that are fully developed which would not require any service area extensions. In addition, the Project would not change or impact standards, policies, programs, and regulations in place that ensure adequate provision of public services. Therefore, no impacts would occur.

4.16 – Recreation

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

a) No Impact. The Project would not result in the creation of new housing, nor would it induce significant population growth that would potentially increase the use of local and regional parks or recreational facilities. In addition, no parks or open space would be directly impacted by implementing the Project which is to regulate outdoor dining and commercial vehicle loading activities. Therefore, no impacts would occur.

b) No Impact. The Project does not include and would not result in the construction or expansion of recreational facilities as the scope is limited to regulating outdoor dining and commercial vehicle loading activities in the City. Therefore, no impacts would occur.

4.17 – Transportation and Traffic

Would the project:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
a) Conflict with a program plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?	<input type="checkbox"/>	<input type="checkbox"/>		<input checked="" type="checkbox"/>
b) Would the project conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a) No Impact. The Project does not result in improvements that would conflict with the existing Mobility Plan of the General Plan and the City’s Parking Code in MBMC Chapter 10.64/MBLCP A.64. No roadway or transit system would be affected, and the proposed amendments include a new provision that allows for outdoor dining area parking requirements to be satisfied by providing bicycle parking spaces in-lieu of required off-street parking spaces. (Refer to Table 1 and 2 in the Project Description section above for more information.) With the implementation of the proposed Project amendments, no impacts would occur.

b) Less than Significant Impact. State CEQA Guidelines Section 15064.3(b) defines a criteria for analyzing transportation impacts for land use projects where 1) vehicle miles traveled exceeding an applicable threshold of significance may indicate a significant impact; 2) projects within one-half mile of either an existing major transit stop or a stop along an existing high quality transit corridor should be presumed to cause a less than significant transportation impact; and 3) projects that decrease vehicle miles traveled in the project area compared to existing conditions should be presumed to have a less than significant transportation impact.

The City does not have a specific Vehicles Miles Traveled (VMT) standard. On May 15, 2018, the City adopted the Manhattan Beach Mobility Plan, an update to the Circulation, Neighborhood Traffic Intrusion, Parking, and Bicycle Networks chapters of the Infrastructure Element in the General Plan. The Mobility Plan intends to create a balanced, safe, multi-modal transportation system that meets the needs of all users, including motorists, pedestrians, bicyclists, children, seniors, people with disabilities, movers of commercial goods, and public transportation users. This plan marks a shift from an auto-centric approach to more holistic concepts like Complete Streets and Living Streets, as outlined in California’s Complete Streets Act (AB 1358) and the Southern California Association of Governments

(SCAG) Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS). The City's Mobility Plan also emphasizes reducing VMT by encouraging biking, walking, and public transit to help lower greenhouse gas emissions and promote public health.

As described above, the Project allows eligible Eating and Drinking Establishments to provide outdoor dining areas within the public right of way which may increase restaurant seating in the City. This increase could incrementally result in an increase in VMT. Based on a sidewalk dining seat calculation estimated by the City's Traffic Engineer, there could potentially be up to 147 and 48 outdoor dining seats in the CD and CNE District, respectively, for a combined total of 195 seats across approximately 2,328 square feet in sidewalk area.

The State of California, Governor's Office of Planning and Research published a Technical Advisory on Evaluating Transportation Impacts in CEQA, which is being utilized for analytical purposes in this document.²⁶ The Technical Advisory states that less than significant impacts would result from additions to structures up to 10,000 square feet. Although the Project is not a development project, the combined square footage related to potential sidewalk dining seats allowed by the Project is estimated to be 2,328 square feet or approximately 12 square feet per seat ($2,328 \div 195 = 11.9$). Also, private property outdoor dining based on outdoor dining permits issued within the last three years was approximately 140 seats. Using the same approximate 12 square feet per seat, the Project for private property outdoor dining is estimated to be 1,680 square feet ($140 \times 12 = 1,680$). The combined 2,328 square feet for outdoor sidewalk dining with the 1,680 square feet for private property outdoor dining is 4,008 square feet, which is significantly less than the 10,000 square foot threshold.

In addition, outdoor dining is not likely to substantially increase VMT because the City is a beach-oriented destination. That is, visitors to the beach often link their beach trip to restaurant dining, resulting in less overall VMT than restaurant-only trips. It is unlikely that outdoor dining would be a new attraction generating a substantial number of new trips directly related to an Eating and Drinking Establishment. Based on field observations and community outreach input received during the course of the long-term outdoor dining program development, many local Eating and Drinking Establishment patrons tended to walk, bike, or utilize rideshare, further limiting vehicle trips and VMT. Moreover, outdoor dining could be meeting an unmet need from local residents who may be driving to other places further away with outdoor dining opportunities. Lastly, the CD and CNE Districts, where outdoor dining has and is anticipated to be the most active along Manhattan Avenue and Highland Avenue, are served by High Quality Transit Corridors with the Beach Cities Transit Line 109 and the Los Angeles Department of Transportation Commuter Express Line 438.²⁷ As such, the Project scope in terms of outdoor dining regulations is consistent with the City's Mobility Element that emphasizes VMT reduction.

All in all, Project impacts would be less than significant as the Project is consistent with the City's Mobility Element; results in less than the 10,000 square foot threshold with the incremental outdoor dining seat increase; partially located along High-Quality Transit Corridors (Manhattan Avenue and Highland Avenue in the CD and CNE Districts); and the fact that the proposed commercial vehicle loading provisions would not result in any foreseeable impacts.

c) No Impact. The Project would not change zoning or General Plan designations, create any zoning entitlements, approve any development projects, introduce any new land uses, or foreseeably result in new development that would substantially increase hazards due to a geometric design feature or incompatible uses. Furthermore, the Project does not permit or propose activities that would result in changes to the public right of way as sidewalk dining is to utilize the existing layout and street signage would be placed without altering the streets. Therefore, no impacts would occur.

d) No Impact. The Project would have no impact regarding emergency access. As outlined in Table 1 of the Project Description section, sidewalk dining areas would be placed immediately adjacent to an Eating and Drinking Establishment and require sufficient clearance for pathways in the sidewalk right of way which would not obstruct any designated evacuation routes as noted in 4.9(f) – Hazards and Hazardous Materials. Moreover, outdoor dining on private property would require compliance with all applicable code and regulations pertaining to access, and the commercial vehicle loading provisions would not result in impacts to emergency access. Therefore, no impacts would occur.

4.18 – Tribal Cultural Resources

Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a Cultural Native American tribe, and that is:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Listed or eligible for listing in the California Register of Historical resources, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k), or	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a) No Impact. Public Resources Code Section 21084.2 establishes that “[a] project with an effect that may cause a substantial adverse change in the significance of a tribal cultural resource is a project that may have a significant effect on the environment.” A project would cause a substantial adverse change in the significance of a tribal cultural resource with cultural value to a California Native American tribe if such resource is listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or if such resource is determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. Public Resources Code 5024.1(c) states that “[a] resource may be listed as a historical resource in the California Register if it meets any of the following National Register of Historic Places criteria:

1. Is associated with events that have made a significant contribution to the broad patterns of California’s history and cultural heritage.
2. Is associated with the lives of persons important in our past.
3. Embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high artistic values.
4. Has yielded, or may be likely to yield, information important in prehistory or history.

The City is currently developed, and no development is proposed that could otherwise affect a Tribal Cultural Resource. Therefore, no impacts would occur.

b) No Impact. The Project will not change zoning or General Plan designations, create any zoning entitlements, or introduce any new land uses or foreseeably result in substantial new development that would result in a substantial adverse change in the significance of a tribal cultural resource. Additionally, most tribal cultural resources are expected with buried resources and in land associated with tribal practices. This Project would not result in excavation of soils or ground disturbance on undisturbed land.

Assembly Bill 52 (AB 52) established a formal consultation process for California Native American Tribes to identify potential significant impacts to Tribal Cultural Resources, as defined in Public Resources Code Section 21074, as part of CEQA. As specified in AB 52, lead agencies must provide notice inviting consultation to California Native American tribes that are traditionally and culturally affiliated with the geographic area of a proposed ordinance if the tribe has submitted a request in writing to be notified of proposed ordinances. The tribe must respond in writing within 30 days of receipt of the City's AB52 notice.

On May 19, 2025, notice was provided to the following tribes in accordance with AB 52:

- Cahuilla Band of Indians
- Gabrieleno Band of Mission Indians - Kizh Nation
- Gabrieleno/Tongva San Gabriel Band of Mission Indians
- Gabrielino Tongva Indians of California Tribal Council
- Gabrielino/Tongva Nation
- Gabrielino-Tongva Tribe
- Santa Rosa Band of Cahuilla Indians
- Soboba Band of Luiseno Indians

On May 19, 2025, the Kizh Nation formally requested consultation. Following this request, City staff provided the Kizh Nation with additional information that no ground disturbance would occur. On May 22, 2025, the Kizh Nation provided additional correspondence stating that formal consultation would not be necessary; however, should any ground disturbance occur in the future as a result of these amendments or any related implementation, they requested that a Kizh Nation tribal monitor be present. Refer to Appendix C for correspondence from the Native American Heritage Commission and the Kizh Nation. No further communication was received by Kizh Nation or any other tribes contacted on May 19, 2025. Therefore, no impacts would occur.

4.19 – Utilities and Service Systems

Would the project:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
a) Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry, and multiple dry years?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a) No Impact. The Project involves updating regulations in the existing MBMC and MBLCP related to outdoor dining and commercial vehicle loading. Implementation of the Project would not increase the demand for water, wastewater treatment, electrical power, natural gas, or telecommunications facilities which could cause significant environmental effects. Therefore, no impacts would result.

b) No Impact. The anticipated scale of the project implementation for outdoor dining on sidewalks or on private property would occur on infill sites that are already served by well-established systems and utilize existing sources at the Eating and Drinking Establishments without requiring additional sources of water. In addition, no water supply is necessary for street signage and enforcement of commercial vehicle loading provisions proposed as part of the Project. Therefore, no impacts would occur.

c) No Impact. Regional wastewater services are provided to the City and neighboring agencies by the Los Angeles County Sanitation District for treatment at the Joint Water Pollution Control Plant (JWPCP) in the City of Carson.²⁸ In 2015, JWPCP had a treatment capacity of approximately 400 million gallons per day and the total volume of wastewater collected from the City's service area was 3,340-acre feet, or approximately 2,981,759 gallons per day, which represented less than 1% (or approximately 0.75%) of the total JMPCP capacity.²⁹ Given the sufficient capacity available and how outdoor dining patrons would be limited in numbers, as estimated by the City in Section 4.17(b) – Transportation and Traffic, revisions or upgrades to the collection or conveyance system would not be necessary. Furthermore, no additional wastewater treatment capacity would be needed to regulate commercial vehicle loading activities. Therefore, no impacts would result.

d) Less Than Significant Impact. While commercial vehicle loading provisions and its implementation would have no impacts, additional solid waste could be generated with an increase in patrons due to outdoor dining opportunities that expand operations beyond the indoor footprint. As such, new provisions in Section 7.36.160.L in Table 1 and MBMC Section 10.60.080.C.6/MBLCP A.60.080.C.6 in Table 2 in the Project Description section are proposed to ensure adequate waste management is in place when the Project is implemented. Therefore, less than significant impacts would result.

e) No Impact. Implementation of the Project for outdoor dining activities would require review and approval by the City's Public Works Department that administers solid waste for compliance with federal, state, and local management regulations. (Refer to Table 1 and 2 in the Project Description section above for more information.) Commercial vehicle loading would have no impacts as solid waste also require compliance with applicable regulations as well. Therefore, no impacts would occur.

4.20 – Wildfire

If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
a) Substantially impair an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a) No Impact. According to the CALFIRE Fire Hazard Severity Zone Maps, the City is not located in a State Responsibility Area or an area classified as a Very High Fire Hazard Severity Zone.³⁰ As such, there is no risk of wildfire in the City and no impacts would occur.

b) No Impact. The City is a fully urbanized area with no native vegetation or critical habitat that would exacerbate wildfire risks, thereby exposing occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire.³¹ Therefore, no impacts would occur.

c) No Impact. There is no risk of wildfire in the City as discussed above that would require installation or maintenance of associated infrastructure. Therefore, no impacts would occur.

d) No Impact. Project implementation would not generate any known risk of wildfire that would expose people or structures to significant risks as a result of runoff, post-fire instability or drainage changes. Therefore, no impacts would occur.

4.21 – Mandatory Findings of Significance

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Does the project have impacts that are individually limited, but cumulatively considerable?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Does the project have environmental effects which would cause substantial adverse effects on human beings, either directly or indirectly?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

a) Less Than Significant Impact. As discussed in this Section 4.4 – Biological Resources, the City is fully developed with an urban environment that does not support sensitive vegetation, wildlife species, or habitat. In addition, implementation of the Project does not involve any ground disturbance that would potentially impact examples of major periods in California prehistory as noted in Section 4.5 - Cultural Resources and Section 4.18 - Tribal Cultural Resources. Any improvements authorized by the Project would be an accessory to existing Eating and Drinking Establishments or the public right of way signage system.

For the reasons stated in this Initial Study, impacts associated with the Project would either result in no impacts or less than significant impacts where the Project would not have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory. Therefore, impacts would be less than significant, and no mitigation is required.

b) Less Than Significant Impact. For the reasons stated in this Initial Study, the Project would not potentially result in any significant impacts and would not have the potential to contribute to cumulative impacts. Any foreseeable improvements authorized by implementing the Project would be subject to the same regulatory framework, policies, and plans described throughout this Initial Study, such as the General Plan, MBMC, and MBLCP, to avoid or minimize the environmental effects associated with

outdoor dining and commercial vehicle loading through compliance with applicable regulations. Furthermore, the Project is not anticipated to result in substantial new development and as such, will not contribute to cumulative impacts or have cumulatively considerable impacts. Therefore, cumulative impacts would be less than significant, and no mitigation is required.

c) Less Than Significant Impact. For the reasons stated in this Initial Study, the Project would not exceed any significance thresholds or result in significant impacts in the environmental categories typically associated with indirect or direct effects to human beings. As previously noted, impacts associated with the Project would either result in no impacts or less than significant impacts. In addition, the Project does not have the potential to result in limited or cumulative impacts that may affect human beings. Any improvements authorized by the Project would be accessory in nature to the main use and limited in scope. Therefore, impacts would be less than significant, and no mitigation is required.

5.1 – List of Preparers

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- Bob Prasse, Director of Environmental Services
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5.2 – Bibliography

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